



Hongkong Daily Press.

ESTABLISHED 1857

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號八零萬二第

日五十月六年戌壬

HONGKONG, MONDAY, AUGUST 7th, 1922.

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號七月八年一十國民華中

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SPARKLING ALE
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PEAK TRAMWAY CO., LIMITED.

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.00 " " 10 " "
9.00 " " 10.00 " " 11 " "
10.00 " " 11.00 " " 12 " "
11.00 " " 12.00 p.m. " 10 " "
12.00 p.m. " 1.00 p.m. " 10 " "
1.00 " " 2.00 " " 15 " "
2.00 " " 3.00 " " 15 " "
3.00 " " 4.00 " " 10 " "
4.00 " " 5.00 " " 10 " "
NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 15 minutes.
9.00 p.m. to 11.30 p.m. every 30 minutes.
11.45 p.m.
SUNDAYS.
7.30 a.m. to 7.45 a.m.
7.45 a.m. to 9.30 a.m. every 15 minutes.
9.30 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.00 " " 12.00 noon " 10 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 2.00 " " 15 " "
2.00 " " 3.00 " " 15 " "
3.00 " " 4.00 " " 10 " "
4.00 " " 5.00 " " 10 " "
NIGHT CARS.
As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
One Yee Yee Road.
Reason and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
return tickets will be issued until payment
thereof has been made in Bank Notes or
Cheque, or Compro Order represent-
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 18th, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1		No. 2		No. 3		No. 4		No. 5		No. 6		No. 7		No. 8		No. 9		No. 10		No. 11		No. 12		No. 13		No. 14		No. 15		No. 16		No. 17		No. 18		No. 19		No. 20		No. 21		No. 22		No. 23		No. 24		No. 25		No. 26		No. 27		No. 28		No. 29		No. 30		No. 31		No. 32		No. 33		No. 34		No. 35		No. 36		No. 37		No. 38		No. 39		No. 40		No. 41		No. 42		No. 43		No. 44		No. 45		No. 46		No. 47		No. 48		No. 49		No. 50		No. 51		No. 52		No. 53		No. 54		No. 55		No. 56		No. 57		No. 58		No. 59		No. 60		No. 61		No. 62		No. 63		No. 64		No. 65		No. 66		No. 67		No. 68		No. 69		No. 70		No. 71		No. 72		No. 73		No. 74		No. 75		No. 76		No. 77		No. 78		No. 79		No. 80		No. 81		No. 82		No. 83		No. 84		No. 85		No. 86		No. 87		No. 88		No. 89		No. 90		No. 91		No. 92		No. 93		No. 94		No. 95		No. 96		No. 97		No. 98		No. 99		No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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SHIPBUILDERS AND ENGINEERS
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1,000 YARDS

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Assorted Stripes.
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All Qualities in Stock. Note our Prices.
Standard. Fine. Super.
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TOOTALS PIQUE.

1,750 yards of this Popular Material
in White and Colour. 44in. wide.
NOTE OUR PRICE: \$1.95.

200 Cwt

WRITING PADS.

75 Sheets of Good Paper ruled gray,
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1,000 Cakes

ASSORTED TOILET SOAPS.

Odd Makes at
SPECIAL PRICE: 20 Cts. Each.

150 Dzs.

"MAVIS" SHAVING SOAP.

A Beautiful Quality Soap, Good lather.
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"MAVIS" EAU DE COLOGNE.

Medium Size.
SPECIAL PRICE: \$1.00 BOTTLE.
WORTH \$2.50.

THOUSANDS OF OTHER BARGAINS.

WHITEAWAY, LAIDLAW & CO., LTD.,

THE STORE FOR VALUE.
HONGKONG.

NEW STEAMSHIP FOR PACIFIC SERVICE.

EMPEROR OF AUSTRALIA.

The *Empress of Australia* left the Clyde on June 1st for Vancouver, via the Panama Canal, and arrived at that port on the 19th July. She sailed from Vancouver on her maiden trip across the Pacific on the 25th July, and is due to arrive in Yokohama on the 9th August, Shanghai on the 13th, Manila on the 17th and Hongkong on the 19th August. This vessel, has a tonnage of about 21,500, a length of 383 feet, and has been fitted to burn oil fuel. Her accommodation provides for over nine hundred European passengers in three classes. She is intended for service on the Pacific between Vancouver and Hongkong. In this service she will work in co-operation with three other of the Company's vessels, the *Empress of Canada*, *Empress of Russia* and *Empress of Asia*.

A REPARATION VESSEL.

The *Empress of Australia* was built at the Vulcan Works, Stettin, for the Hamburg-America Line, and was originally named *Tirpitz*. She was launched in 1912, but, owing to the war, was not completed until 1921, when she was claimed as a reparation vessel, and was handed over to the British Government, from whom she was purchased by the Canadian Pacific Railway. Since the purchase the vessel has undergone a very extensive overhaul, and has been adapted for burning oil fuel instead of coal. The public rooms have been entirely refurnished, and provision has been made for the accommodation of Asiatic steerage passengers. The boat accommodation has also been brought into line with the particular requirements of the company, and new boats of the latest collapsible type have been fitted under existing lifeboats, these lifeboats being overhauled and thoroughly equipped for efficient service.

CONSTRUCTIONAL DETAILS.

The principal dimensions of the *Empress of Australia* are:—Length, 383 ft. breadth, 73 ft. and depth, to upper deck, 45 ft. 2 in. She is of the shelter-deck type, with a continuous bridge deck extending the full length of the vessel. Above the bridge deck there are lower and upper promenade decks extending fully half length of the vessel, and above the upper promenade deck there is a boat deck. There are two complete 'tween-decks, below the shelter deck, and lower and orlop decks at the fore end, and lower deck at the after end of the ship. The vessel has a straight stem, elliptical stern, three funnels and two masts, and has a very handsome appearance. The *Empress of Australia* is classed A1 at Lloyd's, has a full Board of Trade certificate as a passenger ship, and is well subdivided by water-tight bulkheads. There is a cellular double bottom extending fore and aft for almost the complete length of the vessel. Oil fuel is carried in the forward bunkers, and there are large cargo compartments forward and aft of the engine and boiler rooms.

PASSENGER ACCOMMODATION.

Spacious and well-fitted accommodation is provided for about 400 first-class, 165 second-class, and 300 third-class, and 670 Asiatic steerage, together with a crew of about 520. The first-class accommodation is arranged on "A," "B," "C," "D" and "E" decks in large staterooms for one, two, and three persons each, all these staterooms being fitted with beds, there being no upper berths in any of the first-class rooms. In addition, there are eight large suites with private bath and toilet. The two suites on "B" deck amidships comprise a dining room, saloon, bedroom, bathroom and toilet, maid or valet's room, and also a large boxroom. These suites are fitted up in a luxurious style, and the saloon has very large square windows at ship's side, giving it an extremely light and airy appearance. Two other large suites on this deck forward each contain a sitting room, bedroom, bathroom and toilet, also a large boxroom, and each suite is so arranged that a large additional bedroom can be added if required. The other two aftermost suites on this deck are so arranged that they can be let as a large bedroom with private bathroom and toilet, or as a bathroom and bedroom with private sitting room and toilet, a sliding door being fitted between the two rooms. Two other large suites each comprising sitting room, bedroom, private bathroom, and toilet, also large boxroom are situated on "C" deck amidships.

DINING SALOONS.

There is a large dining saloon for first-class passengers situated on "C" deck, which is capable of accommodating over 300 people at one sitting, the tables being arranged for small parties of from two to six people. In addition, there are two small private dining saloons leading off the main dining saloon, each of these being capable of seating twenty persons. The total seating accommodation is, therefore, over 370 at one sitting. The main dining saloon is one of the most luxurious in the fleet. It has a very large, central dome, or well, extending two deck heights, fitted with large opening windows on to the "A" deck passageways, and having three large carved brass chandeliers, of old masters, are hung on the sides of this dome. The dining room is decorated in the Louis XVI. style, walls and ceiling being white enameled, antique finish with gilt enrichment, and the furniture is of mahogany. At the after end of the dining saloon there is a large musicians' gallery.

OTHER PUBLIC ROOMS.

The lounge for first-class passengers is situated on "A" deck and is a large compartment decorated in the Empire style, the wall and ceiling being finished in green with gilt enrichments. A feature

of this lounge is the absence of pillars, the roof being built on the cantilever principle with a large decorative glazed dome. Four large carved gilt sixteen-light torchers, together with the ceiling fixtures, provide brilliant lighting at night, and there are ten large oval windows in the room. The floor is of parquetry, covered with carpets, the centre carpet being removable to provide suitable dancing space. The furniture is of satin wood with carved and gilded enrichments, and upholstered in silks with curtains to suit the colour scheme being violet and brown. The first-class ladies' room, which is situated on "A" deck, adjacent to the lounge, is decorated in the Louis XVI. style finished in white enamel with gilt enrichment. This room is furnished with china cabinets, and settees. The first-class smoke room on "A" deck is in the Louis XVI. style with oak panelled walls and white ceiling. Tapestry and leather covered chairs and settees, card tables, writing tables, and cigar cabinet comprise the furnishing of this room. The first-class writing room on "A" deck off the main entrance hall is decorated in Louis XVI. style, with tinted walls and white enameled ceiling, and the furniture is of mahogany. There is a first-class card room on "A" deck on the port side aft of the smoke room, and a large verandah cafe at after end of this deck.

A children's room is arranged for on starboard side after end of "A" deck. A large swimming bath for first-class passengers, situated on "E" deck, is decorated in the Pompeian style, and fitted with individual dressing rooms, lavatory and showers. There is also an electric bath on "C" deck, fitted with the most up-to-date appliances. The main entrance hall on "A" deck is finished in white enamel, and has a large circular dome light. Two wide staircases and two passenger lifts lead from this entrance down to all the first-class accommodation. At the forward end of the hall there are two kiosks, one for flowers and one for general sales. Bath ladies' and gentlemen's barbers' shops are provided on "C" deck, and, in addition to the foregoing, there is an information bureau, stenographer, manicurist, dispensary, etc., provided for. The first-class promenade space is extensive, there being over 300 ft. on "A" deck, and 100 ft. on "B" deck. The forward end of "A" deck is screened off in steel, with large glass windows for about 70 ft. on each side.

SECOND AND THIRD CLASS ACCOMMODATION. The second-class passengers are accommodated on "E" and "F" decks in staterooms for two, three and four persons each. All these staterooms are large and well fitted up, and are of the Bibby type. The second-class dining saloon is situated on "C" deck, and is finished in white enameled walls and ceiling. It is arranged to accommodate 148 people at one sitting. On "B" deck there is a second-class ladies' lounge decorated in white enamel, with silk panelled walls and with satinwood furniture. There is also a second-class smoke room, with mahogany panelled walls and white ceiling, and fitted up with writing tables, card tables, seats and arm chairs, upholstered in green leather. Ample promenade space is provided for the second-class passengers on "C" deck. The third-class passengers are accommodated in rooms on "E" and "F" decks. These staterooms accommodate from four to six persons each, and are fitted up in the latest style for this class on the Pacific service. The third-class dining saloon, situated on "B" deck, is capable of seating 184 persons at one sitting. A third-class lounge, also a third-class smoke room are provided for on "C" deck, and ample promenade space is arranged for third-class passengers on "D" deck aft. The Asiatic steerage passengers are accommodated on "E," "F," and "G" decks forward in open berths.

KITCHENS AND PANTRIES.

The captain and officers are accommodated in rooms at the forward end of the boat and "A" decks, the engineers are on "D" deck, and the remainder of the crew are on "D," "E" and "F" decks. All the crew accommodation has been entirely rearranged and brought up to date. The kitchens and pantries for the first and second class are situated on "D" decks below, and between the first and second-class dining saloons, and separate stairways have been arranged into each saloon, ensuring a quick and efficient service. All the latest improvements have been supplied, and these spaces are equipped in the most up-to-date fashion. Separate kitchens and pantries are fitted up forward and aft for the third-class and Asiatic steerage. The vessel is ventilated and heated in a very elaborate manner, the air of the public rooms and cabins being changed automatically every few minutes without creating any draught.

EQUIPMENT.

The cargo handling equipment is operated by powerful steam winches, and is fitted with the most modern requirements. It is operated by hydraulic power controlled either individually or collectively from the navigating bridge as well as from the deck itself. A complete system of wireless telegraphy, including a large installation and apparatus for taking wireless bearings, has been installed. Submarine signalling and electric clocks are fitted, also the most modern type of gyro compass, these various automatic devices giving increased safety in navigation. The vessel has been fitted with new large bilge keels to minimise rolling, and she is also fitted with special heeling tanks on the ship's side by means of which she can be kept upright at all times. Large provision store rooms, both insulated and ordinary, are arranged for.

(Continued at foot of next column.)

HONGKONG TENNIS LEAGUE. PRESENTATION OF THE LEAGUE SHIELDS.

INDIAN RECREATION CLUB'S FINE
ACHIEVEMENT.

By winning both divisions of the Hongkong Tennis League, the Indian Recreation Club have added further laurels to the Club's splendid record. As tennis players they have proved themselves to be amongst the best in the Colony and during the past season they have figured not only as League Champions but as players of individual merit who did extremely well in the Hongkong Cricket Club's Annual Tournament, when the names of Rumljah and Ismail were much under notice during the latter stages of the struggle for honours. Their growing success is all the more creditable in view of the fact that their stalwarts are all youngsters in comparison with other noted players of the Colony.

At Sze Kan Po valley—in what is perhaps one of the most delightful spots of Hongkong—these young players, winners of both Leagues, on Saturday, played a series of matches against two teams selected from the rest of the "A" and "B" Divisions respectively. While they lost against both teams, they had certainly looked likely winners in the earlier stages of the matches. So far as the "A" Division team was concerned, they had a distinct advantage at the end of the first set of games by 19 games to 14. In the second set they still held their own with 33 games all. In the third set they lost badly, only gaining 7 out of 33 games. This was due mainly to the fact that they did not possess the stamina of their older and more seasoned opponents.

Their plucky fight won the admiration of the large number of spectators who assembled at the valley to witness the games and left on their minds no doubt that when these youngsters—at present scarcely out of their teens—have gained the stamina they now lack, they will number amongst their future tennis champions of the Colony.

The following are the detailed and summarised results of the games:—

WINNERS OF THE BEST.

"A" Division.

O. and H. D. Rumljah beat Ng Sze Kwong and Lieut-Commander Worthington, 8-3; lost to R. and H. Hancock, 4-7; lost to Townsend and Fincher, 3-8.
A. H. and S. A. Rumljah beat R. and H. Hancock, 6-5; beat Townsend and Fincher, 6-5; lost to Ng Sze Kwong and Lieut-Commander Worthington, 3-8.
A. A. Rumljah and S. H. Ismail lost to Townsend and Fincher, 5-6; lost to Ng Sze Kwong and Lieut-Commander Worthington, 4-7; lost to R. and H. Hancock, 1-10.

SUMMARISED RESULT.

The Rest 50 games.
The League Winners 40
Total 90

"B" Division.

O. Ismail and S. Moosdeen lost to Curreen and Ip Kau, 2-9; lost to Kwok and Ho, 5-8; lost to Buschaert and Yamasaki, 3-8.
E. el Arculli and S. A. Ismail lost to Curreen and Ip Kau, 4-7; lost to Kwok and Ho, 5-8; lost to Buschaert and Yamasaki, 4-7.
S. A. Hussain and I. Hassan beat Curreen and Ip Kau, 7-4; lost to Kwok and Ho, 5-8; lost to Buschaert and Yamasaki, 3-8.

SUMMARISED RESULT.

The Rest 50 games.
The League Winners 40
Total 90

Amongst the large number of Europeans, Indians and Chinese who witnessed the games were: His Excellency the Officer Administering the Government (Mr. Claud Severn, C.M.G.) who was accompanied by Mrs. Severn and Mrs. Bullock. There were also present: Dr. Forsyth (President of the Tennis League), Mr. Hugh Nisbet, the Rev. Copley Moyle, Mr. U. Rumljah and many others. During the afternoon the guests and friends of the Indian Recreation Club were served with tea under awnings, tastefully decorated with streamers and bunting. The string band of the K. E. Grenadier Regiment discoursed suitable music during the afternoon.

(Continued on next column.)

PROPELLING MACHINERY.

The ship is propelled by two sets of "Curtis Parson" combination turbines driving twin screws and fitted with Föttinger transformer gear. The two sets of engines together will indicate about 18,000 s.h.p. The boiler installation comprises fourteen water tube boilers fitted with three furnaces each, the working pressure being 240 lbs. per sq. in. The vessel was originally fitted with coal bunkers, and was intended to burn coal on service. In order that her speed may be fully maintained, and taking into account the great advantages which are obtained with oil fuel on passenger ships, she has been, during her reconditioning, fitted with oil fuel bunkers for carrying oil fuel and a complete installation for burning oil fuel in the boilers has been installed. This will make it quite certain that the vessel will be able to maintain her speed and time schedule with more certainty than if she had remained a coal-burning ship. The installation of auxiliary machinery is complete, the steam heating, electric lighting and refrigerating plants are all most up-to-date, and ensure that the comfort of passengers in respect of these matters is amply provided for.

At the conclusion of the entertainment the pleasant ceremony of distributing the prizes took place at which several speeches were made.

Dr. Forsyth, in calling upon Mrs. Severn to present the shields and medals to the winners, paid a special tribute to His Excellency for the keen interest he took in the sport of the Colony. He thanked the Indian Recreation Club for their great hospitality and added that they had been exceedingly lucky in having a fine afternoon after so many postponements. In conclusion Dr. Forsyth congratulated Mr. J. C. Fletcher (the hon. secretary) of the Tennis League for having carried through the arrangements for the season so admirably.

Mrs. Severn then presented the League Shields and the following are the names of the winning teams:—

"A" Division.—Won by the Indian Recreation Club: Team, A. A. Rumljah, A. H. Rumljah, S. A. Rumljah, O. Rumljah, H. D. Rumljah, S. H. Ismail and S. D. Ismail.

"B" Division.—Won by the Indian Recreation Club: Team, O. Ismail, E. el Arculli, S. A. Ismail, I. Hassan, S. H. Hussain, A. el Arculli, S. Casmibay. Mr. U. Rumljah, in asking Mrs. Severn to present the prizes won by the Club members, apologised for the unavoidable absence of the president of the Club (Mr. J. H. N. Mody) and thanked His Excellency and Mrs. Severn for their kind presence.

Continuing, Mr. Rumljah gave some interesting facts relating to the rise of the Club. It was formed, he said, in November, 1915, with but 70 members, which had considerably increased within the last two years until the number now stood at 100. Since the formation of the Club the performances of the active members in sports generally had been very creditable. Although the Club was still in its infancy he was glad to be able to chronicle a marked success this season in tennis, as evidenced by the fact that they had been very fortunate in securing the premier position not only in the "A" Division but also in the "B" Division of the League. He believed it was a record in local tennis for both teams of one Club to carry off the two Shields in one and the same season.

Mr. Rumljah in apologising for the lack of adequate accommodation expressed the hope that when they met again "where the match stood a permanent building would be built; for which plans had already been submitted to the proper authorities. The ground too would undergo a transformation with much improvement.

Concluding, Mr. Rumljah said Dr. Forsyth, the President of the Tennis League, deserved a lot of thanks from all the clubs for encouraging sports by presenting the handsome shields. He also thanked Mr. J. C. Fletcher, the Tennis League Secretary, for his invaluable help in making the necessary arrangements and the other clubs and all those who so kindly lent their aid in making the function a success.

Mrs. Severn then presented the Club prizes as under:—

TENNIS.

S. ROGERS (HAMPDENSHIP)—Challenge Cup (presented by Mr. M. A. Razak).—Won by A. H. Rumljah; 2nd prize (presented by Mr. A. H. Hamet).—Won by S. A. Rumljah.

SINGLES HANDICAP (presented by Mr. H. M. H. Nemaize).—Won by H. D. Rumljah; 2nd prize (presented by Mr. P. Jams-ties).—Won by S. D. Ismail.

DOUBLES HANDICAP (presented by Mr. J. H. N. Mody).—Won by S. D. Ismail and Y. A. Wahab; 2nd prize (presented by the Crumfitts).—Won by J. S. Curreen and I. Hassan.

CRICKET.

"A" TEAM.

Cup (presented by Mr. S. Soonderam) for best batting average.—Won by S. A. Rumljah.

Prize (presented by Mr. U. Rumljah) for best bowling average.—Won by A. el Arculli.

"B" TEAM.

Prize (presented by Mr. Mahan Singh) for best batting average.—Won by O. Rumljah.

Prize (presented by Mr. A. el Arculli) for best bowling average.—Won by A. H. Madar.

His Excellency, after the distribution, thanked the members of the Indian Recreation Club on behalf of his wife for their great kindness in asking her to present the prizes. They had both enjoyed themselves very much. His Excellency said he had taken a great interest in the Indian Recreation Club since its formation. Their success in winning the Tennis League Championship was thoroughly deserved. His Excellency said he had admired their sportsmanlike bearing on the field and commented on the honour they had gained in winning both leagues with so many distinguished opponents in the League. Those present, His Excellency added, must have noticed the name of Rumljah had occurred several times in the teams that afternoon and also in the cricket teams. His Excellency said he had once played the Indian Recreation Club in which no less than five members of the Ismail family played and he hoped the day was not far distant, when they would see a cricket match between the Rumljah family and the Ismail family. He hoped, also, that the other members of the Club would strike for similar prominence. Referring to the new pavilion, His Excellency said he was diffident about making any statement on the subject, but any improvement on behalf of the Indian Recreation Club and the Indian school deserved every encouragement and he wished them every success.

During the proceedings Mrs. Severn was presented with a bouquet of flowers, the presentation being made by a pretty little Indian girl.

ENORMOUS TYPHOON DAMAGE AT SWATOW.

THE CHINESE TOWN IN RUINS.

VIVID DESCRIPTION OF A TERRIBLE NIGHT.

THOUSANDS KILLED AND TENS OF THOUSANDS HOMELESS.

It is now clear that the typhoon which struck Swatow on Wednesday night was one of the worst that have occurred in these seas for several years and perhaps the worst visitation that Swatow has had, even in her unenviable experience of typhoons. The very centre of the typhoon passed over the town, a great part of which is now in ruins.

The full story of the calamity did not reach Hongkong until Saturday morning, with the return of the R. & S. steamer, *Kwai Hou*, to this port. The Government, on learning the extent of the devastation, called a special meeting of the Legislative Council and voted \$10,000 towards meeting immediate necessities, also ordering 50 tons of rice and other supplies to be sent at once to Swatow, consigned to the British Consul there.

ON THE "KWEICHOW."

The *Kwai Hou* reached Swatow on the afternoon of Wednesday, August 2nd, having steamed all day through heavy seas and in rough weather. The falling of the barometer and the absence of native craft indicated the nearness of a typhoon. On reaching the berth at Swatow the steamer commenced discharging cargo at four o'clock and soon afterwards a warning was received that the typhoon was in the position 22 North and 117 East. From the direction in which it was travelling it was evident that the typhoon was heading straight for Swatow.

Captain Lovegrove deemed it advisable to leave the berth—Messrs. Butterfield & Swire's steamers at Swatow deal with cargo from pontoons connected to the Bund by steel bridges. At 6.30 p.m. the steamer made for the fairway and anchored.

By eight o'clock a strong wind was blowing and the weather was very thick and overcast. As the wind increased, the master veered the ship for safety and let go the second anchor. At 10.30 p.m. the wind increased to typhoon force and was accompanied by heavy deluges of rain. For the next two hours squalls of terrific violence severely tested the vessel and the tremendous rain continued and increased. About this time the barometer became unsteady; 29.40 is the typhoon reading and the needle went far below this point, wavering over the unmarked part of the dial.

IN THE CENTRE OF THE TYPHOON.

Suddenly, at 12.30 a.m., the wind fell light and blew like a gentle summer breeze. After the deafening noise of the rain and gale the contrast was eerie; one could hear once more the lesser sounds such as the lapping of the waves against the ship. It was quiet and still, making it seem as though the storm of the last four hours was nothing but a terrible dream. During this time the wind veered suddenly from north, through east to east-south-east. Those on board who had previous experience of typhoons realised that they were now in the very centre of the great vortex of air caused by the typhoon.

The strange calm continued for exactly one hour and five minutes. At 1.40 p.m. the wind commenced to freshen from the south-south-west, whereas it had previously been blowing from a north-west and northerly direction. It was evident that the margin of the typhoon, which had been circling from a northerly direction, had passed over Swatow, and the opposite margin which, like the rim of a wheel, was moving in the contrary direction as the centre of the typhoon revolved, was now passing over Swatow. Previously the full force of the wind had been felt by the European Settlement, opposite Swatow; now the native town was to get the full force of the storm. With squalls increasing in duration, and shorter intervals between them, the wind rapidly rose again to typhoon force and probably reached its greatest violence at 2.30 a.m. The typhoon was then twice as bad as it had ever been before the interval of calm.

THE WORST FORTY MINUTES.

From 2.30 to 3.10 a.m. the typhoon was at its greatest violence; this was also the experience of those ashore. The wind blew with terrific force and without a moment's lull, howling and screaming and accompanied by deluges of rain. It was impossible to walk—even on the more sheltered parts of the ship; the officers had to crawl when it was necessary to move about the vessel, and, of course, it was necessary to make sure that no one on a special post—watching anchor cables—for instance—was not swept overboard. During the forty minutes of the typhoon's utmost severity the ship listed heavily to port and trembled violently from stem to stern. As it appeared afterwards that the ship had not run aground, it is believed that the list was caused by the

passing of the tidal wave which follows in the wake of a typhoon, the water being sucked up into the vortex at the centre. (It was at this time that a tidal wave passed over the Bund.) The wind was literally screaming and the rain fell in blinding walls of water. It was impossible to get one's breath when facing the wind and rain. At 3.30 a.m. the squalls gradually decreased in duration with longer intervals between and, as the night wore on, the weather moderated. The barometer began to register again at 2.40 a.m. when it came on to the marked portion of the dial and showed 28 inches. From that point it gradually rose, and, as Mr. Mandell, the second officer, expressed it, "came back to sanity."

As day broke it was possible to look round the ship, and see what damage had been done. The vessel had been wonderfully fortunate. Most of the canvas dodgers (wind screens) had been torn away and one had a great piece torn out of its centre, although it was of substantial canvas. The wooden portion at the back of the bridge had been torn away by the wind, and both sides had been blown in. At one time during the night, it may be mentioned, the officers on the bridge were conscious of a dark object passing over their heads and they believe it was a piece of wreckage borne by the wind from another vessel or from the shore. By 5.30 a.m. the wind had dropped to the force of a moderate gale and continued with squalls of moderating force accompanied by rain.

HOW OTHER SHIPS FARED.

Now it was possible to see how other ships in the harbour had fared. None of their lights had been visible all night. Aground, half-a-mile inside Flower Island, was the *Wu Ming*, a Chinese-owned, Japanese-licensed steamer. Messrs. Jardine, Matheson & Co.'s *Lok Sang* was on the fishing stakes off Tatum Point. She was apparently, in the words of an on-looker from the distance, "sitting on the mud two cables' length from the Point." Later in the day it was seen that the *Lok Sang* was able to get clear of Tatum Point. The *Tungching* and the *Shantung* were anchored, when the storm began, in the typhoon anchorage off Double Island, which is just inside the river mouth four miles from Swatow. When seen on the morning after the storm, they were both ashore in the south-west corner of Mud Bay, having apparently dragged anchor a distance of three miles. These vessels were to leave port on the Wednesday afternoon and when the typhoon warning was received they put into Double Island for safety. Everywhere one looked over the waters of the harbour were to be seen wrecks of junks and sampans, some floating upside down. There were many dead bodies in the water and wreckage of every description. Looking towards the shore junks were to be seen high and dry on the mud and masts and wreckage strewn all round them.

TREMENDOUS HAVOC IN THE TOWN.

A survey through telescopes, directed towards the town enabled the tremendous havoc that had been done to be seen. The fore shore was a dreadful sight. Over a mile or more along the Bund, junks, pontoons and rubble of masonry were inextricably mingled and a closer inspection showed that there were many dead—both men and animals—amongst the heterogeneous mass which completely covered the Bund and foreshore, over a width of 30 yards and for the extent of at least a mile. It is impossible to walk along the Water Front for the Bund is packed solid with wreckage which extends from the walls of damaged houses to the foreshore. The pontoons from which cargo is loaded and unloaded at Swatow did a great deal to increase the damage done on the Bund. The pontoons were broken up by the violence of the heavy seas and large timbers evidently floated to and fro during the storm, acting like battering rams upon junks and houses. Many of these timbers are now some distance from the water edge jammed into solid masses five or six feet high. A new mooring buoy which was on the edge of the Bund ready to replace an old one, is now 200 yards away, up a side street. Sampans and other small craft are far inland; their owners in some cases, have traced them and have now resumed existence in them, as though they expected another tidal wave to break them out to sea again.

The occupants of a European house, after passing through a terrible night in which the roof was partially torn off the house, looked out in the morning to see a motor boat in the garden. The house is a mile from the sea.

WHOLE DISTRICTS RAZED TO THE GROUND.

Messrs. Butterfield & Swire's godown has been severely damaged. The Club roof has been blown off and now only the walls are standing. Garden walls have been dashed down and even new concrete walls—which look strong enough to have afforded shelter from the storm—have been overturned and smashed by the force of the wind. Almost every tree has been uprooted and most of the telegraph poles blown down. One pole was lifted right out of the ground and thrown across the wires of a parallel row of poles on the other side of the street, a distance of some thirty feet. The pole is now 30 feet above the ground. Whole districts of the town are utterly impassable, for rows of houses have been reduced to rubble which fills what was once the street. It is easier to pick out the buildings which have escaped damage than to enumerate those that have been destroyed. One that has escaped is the new Chinese Post Office. Whole districts of poorly built native houses, behind the Bund, have been razed to the ground.

Everywhere, from amongst the wreckage dead bodies protrude. Hourly the stretch increases and even the natives walk about now with handkerchiefs across their noses. The Chinese administration has displayed great promptitude in disposing of the dead. Over a thousand bodies were collected on the first day after the disaster and taken to a place in the vicinity of one of the temples. Disposal of the carcasses of animals is an equally urgent and probably a larger task. Actuated by sentiments of veneration for the dead the Chinese are likely to be far more speedy in removing dead bodies of their fellow countrymen than carcasses of animals.

There were four European passengers on the *Kwai Hou*—Mrs. Hinton, Mrs. Grigg, Dr. W. L. Thomas and Mr. M. H. Turner, all of Hongkong. The officers of the ship are full of praise for the coolness of the ladies in a trying ordeal. When the lull returned the ladies went to their cabins and slept through what proved to be the worst of the typhoon. Dr. Thomas and Mr. Turner were on shore for the night; they were visiting at a European resident's and passed a trying night. The house had double sets of typhoon shutters, outside and in. Several on the outside were torn from their fastenings and, once a pair of the inside ones were driven inwards so that the roof of the house lifted on account of the air pressure from below. Everyone concentrated their force on the shutters and managed to close them. The roof then descended again with a loud clap. After this it seemed as though the roof must be torn off bodily but it withstood the storm until the storm was over.

Photographs taken by the visitors of the town next morning, and developed in Hongkong yesterday, show that it is no exaggeration to say that it is easier to count the houses that are standing than those which are demolished. One small photograph shows a stone house, damaged, but standing, and surrounded by what looks like heaps of "spillings"; these are the remains of scores of houses. One observer declared that the town reminded him of nothing so much as of Ypres after its numberless bombardments.

Estimates of the number of casualties can only be given very approximately. First impressions, on Thursday morning, were that probably about 5,000 were killed but when the outlying portions of the town had been visited and the extent of the disaster more fully visualised one was inclined to double the first figure mentioned.

With so many people homeless and powerless it is feared that attempts at looting in strong force will be made upon the ships lying on the mud at various points. Looting in the town occurred during Thursday and Chinese soldiers are patrolling the streets. The storm so damaged the waterworks that the town is without a supply of water. At night it is in utter darkness for the electricity supply station was destroyed.

S.S. "CHOYSANG" ASHORE, FOURTEEN MILES NORTH OF SWATOW.

It is to be feared that the full tale of shipping losses by the typhoon has still to be told. News was received yesterday by Messrs. Jardine, Matheson & Co. that another of their vessels, the *Choy Sang*, encountered the typhoon when north of Swatow and was driven on to Fort Island. The *Choy Sang*, Master, Capt. H. G. M. Walker, one of the most experienced mariners on the China Coast, left Hongkong for Shanghai, via Ningpo, on Tuesday evening. She anchored on Wednesday night in the Clippier Roads and took shelter from the storm but she lost her anchors and was driven ashore at Fort Island.

BADLY DAMAGED.

The *Henry Kendrick* tug had already visited the *Choy Sang* when the message was received and she reported that the vessel was badly damaged. Yesterday morning, by courtesy of the naval authorities, H.M.S. *Magdalen* went to the assistance of the *Choy Sang* and would reach her at or before daybreak to-day. The *Magdalen* was in dry dock at the Naval Yard but when it was found she was needed she was hastily refloated and went to her mooring at 7.30 a.m. yesterday. When leaving Hongkong she accidentally rammed a junk, as related elsewhere, but she herself received no damage and proceeded northward.

THE CARGO BOAT STOPPAGE. NO NEARER SETTLEMENT.

Since the abortive meeting at the S.C.A. office, the cargo-boatmen have been framing new conditions which will be submitted to the S.C.A. and the Harbour Master in the course of the next few days.

The boatmen seem to be unanimous, as none of them have accepted cargo during the last few days. On the other hand the Chinese merchants—who have appointed a committee representing twenty-one guilds—are making what arrangements they can. Launches, hitherto used for towing, have carried small lots and are reaping a harvest. The lighters of the Kowloon Godowns and Halls Wharf are also very busy. The Nam Pak Hongs have enlisted the aid of the big junks which usually carry rice, etc., to Canton, and have recently been lying idle owing to the political situation of Canton. We understand that these junks are not licensed to do transport work inside the harbour but they are prominent alongside the godowns at West Point. The Chinese merchants who intend building their own fleet of cargo-boats will find some difficulty as the cargo-boat builders have not come to an understanding with their employers; there is also the question of the crews and there are many obstacles peculiar to Chinese life.

The foreign merchants have also been affected though not to such a serious extent as the Chinese. The *Yanking* on arrival had to go alongside the Kowloon Godowns to discharge because of the lack of lighters, when the understanding was arrived at in March last the representatives of the Hongkong Chamber of Commerce agreed to the conditions and the Cargo Boatmen's Guild have now written to the Chamber. A copy of the letter being given below:—

Gentlemen,—We thank you for your kindness in agreeing to and signing the agreement relative to compensation for night work and we are sensitive of your appreciating our working difficulties.

Unfortunately, twenty-one Chinese merchants' guilds have requested the Hon. the Secretary for Chinese Affairs to cancel the agreed conditions. This will inflict hardship on us and we have been reluctantly forced to cease accepting cargo as we cannot work at a loss. We very much regret any inconvenience caused you in the transportation of your valuable goods and trust that you will appreciate our having been compelled to take the present step.

May we respectfully suggest that you use your influence to bring about an early settlement? We shall be ever grateful for any actions you take to bring this about.

Thanking you in anticipation, we are, Gentlemen, Very faithfully yours, FAN SHUN CHUNG WUI.

HONGKONG TRADE.

EFFECT OF CARGO MEN'S STRIKE.

The fortnightly report issued by the Hongkong General Chamber of Commerce states:—

Cotton piece goods and fancy cotton goods:—Some forward sales of Mercerized Brocades are reported during the interval. Greys and Whites are entirely neglected.

Cotton Yarn:—The situation of the market has become worse through the lightermen's demand regarding charges, which is interfering with the trade to a great extent, and practically no business has been effected. Prices are easier by about \$2 and quotations are purely nominal.

Quotations are:—

No. 10s \$152/175. No. 12s \$162/182. No. 16s \$192/215. No. 20s \$194/218.

Arrivals 10,200. Shipments nil. Sales 1,000 bales. Unsold stock 17,000 bales. Bargains 10,000 bales.

Woolens:—There is no change in the market.

Raw Cottons:—There is no business to report. Quotations: Indian descriptions at \$9/37. Chinese staple \$33/40 per picul.

Metals:—Nothing doing.

Petroleum Products:—No change.

Flour Market Report:—Stock: about 700,000 sacks. Quotations: American patent \$3.50 per sack, American straight \$2.70 per sack; American cut off \$2.75 per sack, Shanghai flour \$2.65 per sack, Australian No. 1, \$2.50 per sack.

Window Glass:—Market weak due to absence of consumptive demand.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme Orient of Saigon, in a report dated July 11th, says:—

Our market remains practically unchanged and the prices are still ruling at about the same level as in last report. However, those for the long grain have made a slight advance owing to the purchases made by America. The total amount of rice exported from January 1st to July 31st, 1922, is 601,910 tons, against 749,504 in 1921.

We quote to-day:—White Saigon rice, No. 2, 2400, Japan quality, Hongkong \$5.15 per picul, l.o.b. Saigon, for July/August shipment.

When in doubt about your eyes or your glasses.

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD, CENTRAL,

Hongkong.

ESTABLISHED 1850.

LANE, CRAWFORD, LTD.

SPECIALISTS IN MEN'S WEAR.

Go to business keen and cool in

Loose-Fitting

B.V.D.

These zephyr weight Coat Cut Undervests and Knee Length Drawers fit easily and perfectly. Every stitch is stout enough to withstand any reasonable strain. Truly, the best value in underwear.



STOCKED IN ALL SIZES TO FIT THE SMALLEST TO THE LARGEST MAN. THE MOST ECONOMICAL UNDERWEAR MADE.

1.75 VEST OR DRAWERS.

LANE, CRAWFORD, LTD.

SODA FOUNTAIN

CAFE WISEMAN.

SUNDAES, PUNCHES,

ICE CREAM SODAS,

ALL FLAVOURS

BEST SERVICE. HIGH QUALITY.

LOW PRICES.

LANE, CRAWFORD, LTD.

COLUMBIA RECORDS

FOR

AUGUST.

JUST RECEIVED

ANDERSON'S

(OPPOSITE CITY HALL).

Wm. Powell & Co. LTD. TELEPHONE 3146.

HIGH-CLASS GENTLEMEN'S TAILORS.

SPECIAL VALUE IN

SUMMER SUITINGS

INCLUDING

SMART LINENS, COTTONS & SILKS,

FANCY CASHMERES,

WORSTEDS, FLANNELS, SERGES,

etc., etc.

"TAIPO" CLOTH, the Ideal Hot Weather Material.

STYLE AND FIT EXCLUSIVE.

NEW ADVERTISEMENTS

NOTICE

MAJOR J. W. CLARK representing the Department of Land, Government of British Columbia, is at present staying at the Hongkong Hotel and will be glad to furnish information to anyone interested in British Columbia.

Major Clark sails on the "Empress of Russia," August 10th.

MORTGAGE INVESTMENTS WANTED.

Messrs. DEACON, LOOKER, DEACON & HARTON, of No. 1, Des Voeux Road, Central, Solicitors, have for investment the sum of \$200,000, and are prepared to consider applications for the advancement of the same on First Class Mortgages of Home Property.

VICTORIA RECREATION CLUB

NIGHT FETE

to be held on FRIDAY, the 11th inst., commencing at 9 p.m.

PROGRAMME

- 1.—100 yards, Introductory Trial.
- 2.—Four Lengths, Boys (Handicap).
- 3.—200 yards, Ladies (Handicap).
- 4.—50 yards, Girls (Handicap).
- 5.—Running Hurdle.
- 6.—Team Race (Members only), 6 Aside.
- 7.—2 Lengths Handicap (Combined to H.M. Forces).
- 8.—Water Polo.

Entries close on Tuesday the 8th inst., at 6 p.m. to be sent to the Hon. Secretary V.R.C. A. McKIRDY.

PROPOSAL TO CHANGE A SHIP'S NAME

I, GEORGE WINSTANLEY BARTON, of Douglas, Lapraik & Co., General Managers of Douglas Steamship Company, Ltd., of Hongkong, HEREBY GIVE NOTICE that in consequence of a wish to have the below-mentioned Steamer carry a similar name to other Steamers of the DOUGLAS STEAMSHIP COMPANY, LTD.

I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "TUNGUS" of Tonsberg, Official No. 71812 of Gross Tonnage 1955.20 Tons, Register Tonnage 105.2 Tons, heretofore owned by WILHELMSEN'S DAMPAKSKIBSELSKAB for permission to change her name to "HAIFOONG" and to have her registered in the new name at the port of Hongkong as owned by the DOUGLAS STEAMSHIP COMPANY, LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within Seven (7) days from the appearance of this advertisement.

Dated at Hongkong this 5th day of August, 1922.

GEORGE WINSTANLEY BARTON,
DOUGLAS LAPRAIK & CO.,
General Managers.

HONGKONG TRAMWAY CO., LTD.

(INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN THAT AN INTERIM DIVIDEND OF ONE SHILLING per Share on account of the year 1922 has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 23rd day of August, 1922, to Shareholders on the Register on TUESDAY, the 5th day of August, 1922, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7 1/2d. per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.

Hongkong, 24th July, 1922. [1279]

DAIRY FARM NEWS.

DAIRY PRODUCE.

FRESH MILK

Also the following forms—Sterilized, Skimmed, Butter and Sour.

FRESH CREAM

FULL RICH

BUTTER

Daisy, Dairymaid and Slammock Brands.

CHEESE

Edam, Australian Cheddar, American Stilton and Picnic.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

TO-NIGHT AT THE CORONET

2.30, 7.15, 9.15.

PECK'S BAD BOY

WITH

JACKIE COOGAN.

KOWLOON THEATRE.

AT 9.15.

EVERY WOMAN.

INTIMATIONS

HONGKONG HOTEL CO., LTD.

NOTICE

ISSUE OF 17th FEBRUARY, 1922, of 108,550 ADDITIONAL SHARES OF THE NOMINAL VALUE OF \$10. AT A PREMIUM OF \$5 EACH. (\$3 PER SHARE PAID UP).

SHAREHOLDERS are reminded that a SECOND INSTALLMENT on the above of \$5 per share (\$3 plus \$2 premium per share) falls due on TUESDAY, the 15th August, 1922. Remittance should be made to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, in Hongkong, on or before that date.

THE REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, the 2nd to TUESDAY, the 15th AUGUST, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. V. WARD,
Acting Secretary.

Hongkong, 27th July, 1922. [1302]

THE FAVOURITE INVENTION OF

THOMAS A. EDISON

"THE PHOTOPHONE WITH A SOUL"

IS HERE.

THE EDISON MUSIC STORE

1ST FLOOR, POWELL'S BUILDING.

[1327]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "DEVANHA."

Arrived Hongkong on 2nd August, 1922.

FROM ANTWERP, LONDON, PORTSAID, ADEN, BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed. Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within 5 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be re-claimed.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 2nd August, 1922. [1324]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RW, TH.

TO LET.—ASTOR HOUSE—A few more ROOMS To Let.—Apply at premises.

[1216]

MODERN BUNGALOW, Fully Furnished, at Cheung Chow, To Be Let or Sold as from September 1st.—Write A.Z. office of this paper.

WANTED.—USED POSTAGE

STAMPS of all kinds, Common or Rare, any amount, up to ten or a hundred thousand, or more. Good prices paid. Buying list free. Address: Oreo Stamp Co., Box 723, Manila, Philippine Islands. [206]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 3 storied brick and concrete building suitable for office and godown.

Further details apply.

W. G. HUMPHREYS & Co.

FOR SALE.

SMART 55-foot STEAM LAUNCH. Price—\$7,000. Apply Box No. 1273, c/o Daily Press Office. [1273]

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—is at your service. They have the equipments to test your eyes accurately. Testing the sight and fitting glasses is their specialty. Advrt. [107]

INTIMATION

SEASONABLE SUMMER BEVERAGES.

WATSON'S

DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

"PYERIS,"

SPARKLING MINERAL TABLE WATER

Healthful and refreshing. Blends excellently with Whisky.

WATSON'S

STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS

TELEPHONE 436.

BIRTH.

Dove.—At Blackheath, on July 28th to Mr. and Mrs. W. G. Dove, of Shanghai, a daughter.

DEATHS.

PIDGE.—At Shanghai, on July 28th, MARY CHOCKER, only child of Mr. and Mrs. J. G. Pidge, aged 11 months.

TALBOT.—At Shanghai, on July 28th, WILLIAM JOSEPH, second surviving son of Star and Emily Talbot, in his 13th year.

Hongkong Office: 101, DES VOEUX RD., O. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 7th, 1922.

THE STANDARD OF VALUE.

Is gold the only standard of value that is possible? Prof. GUSTAV CASSEL, the eminent Swedish economist, thinks that we must henceforward economize in gold—that we must go as far as to abstain from the luxury of an actual gold circulation. This would mean that while gold was theoretically the standard of value it would be locked up in the banks as a metallic reserve. That the money is locked up in the banks now is certain. The United States in 1921 imported \$669,000,000 worth of gold and exported nil and up to April this year had imported \$97,000,000 worth and again exported nil. Yet gold is not in circulation in the States. All the restrictions on the circulation have been removed; gold certificates are again being issued, but still to demand gold is almost considered a crime. Gold has been set up as the modern fetish, to be without which means the flinging away of the national destiny. Japan continues her embargo on the export of gold, and although the notes are nominally exchangeable for gold, to obtain that gold means application direct to the Bank of Japan in the capital and the undergoing of an examination as to the reason why the gold is wanted, which effectively prohibits gold coming into circulation. The same was the case in England, where the fact that the Treasury notes were convertible was carefully concealed from the public for a long time, although the attempt to maintain their value by making them convertible was obviously useless if the fact of their convertibility was locked up in the bosoms of the officials. The secret leaking out, however, the notes were made inconvertible, thus again precluding gold from circulation. Is this henceforward to be the normal state of affairs? Is gold to become, as it were, a State monopoly, rationed out to the goldsmiths, but never passed from hand to hand as a base circulating medium? The advantages of gold as a medium of exchange are that it is not so plentiful as to be subject to wide fluctuations in value in terms of other commodities, and at the same time not so scarce as to be not attainable by all countries. Its intrinsic value in the arts and sciences also make it of worth in itself—in fact, if it did not possess this intrinsic value it would never have acquired the position of a medium of exchange, now almost world-wide.

Is there any other commodity which would answer the required conditions? Proposals have been made that another standard of value should be taken, such, for instance, as wheat. In this case, of course, the standard of value would not be the medium of exchange, even as gold, while remaining the standard of value, is no longer the medium of exchange. The objections in this direction, therefore, would not be greater than to gold. But the requisite stability in a standard of value would not be attained, since foodstuffs are not only very perishable, but their value fluctuates very greatly. A bad harvest would disorganize the currency system to such an extent that a system of barter would have to take its place temporarily. The case of Russia is in point. After an issue of notes which utterly swamped all the gold reserves in the country and reduced the currency to a condition of worthlessness, a return has been made to coins, which, of whatever metal they are made, do represent something of value and comparative permanence, irrespective of political conditions or national crises.

Here, indeed, lies the chief reason for real money—that it cannot be affected by any change in the national policy, incompetencies of government, State extravagance or waste, or any other outside cause. The man who has gold and silver in his pocket has something of value which no action of the State can imperil. It may, of course, be taken away from him by force, but this is a risk which he is prepared to run. If the danger is extreme he will hoard it; if there is little likelihood of such danger he will lend it to others in return for something, with the certainty that he can get it back again. Nations that cling to real money, especially in these times, are not without wisdom, although, of course, the degree in which real money is insisted upon is a measure of the instability of the State.

In times of political stability real money may hardly be seen, the transference of wealth being largely done by paper, although always at the back lies the knowledge that real money is available. Here arises another point about a medium of exchange that is of importance, and that is its portability. The precious metals answer this requirement, especially gold, which through its high value contains much wealth with little weight or bulk. Substitute wheat or any other commodity for gold and we are confronted not only by the problem of deterioration but by the problem of carriage. At present there is no doubt a tendency to hoard gold, symptomatic of the unsettled conditions of the times, and this seems to be one reason why each country is so intent on maintaining its gold reserves and refusing to put gold into circulation. But this very jealousy in guarding the stocks of gold has its ill effects. For one thing it has raised prices. The gold is all in the banks and the place has been taken by paper, largely in excess of the actual value of the gold reserve. Thus the actual currency has been more than doubled, and currency, like everything else, becomes cheaper the more common it is. There is hardly a country in Europe which has not cheapened its currency, and a good many out of Europe. China has adhered to a real money basis and thus has not suffered so much except in so far as she had to rely on other countries for her supplies; but Japan, which now has a note circulation almost four times that preceding the war, has cheapened her currency to that extent, solely through her refusal to allow gold to circulate. As a result gold could now be exported from Japan at a profit if

the authorities would allow it, as the authorities themselves admit in stating that one of their reasons for refusing to allow gold to be exported from Japan is that it would lead to speculation in gold. The value of the notes is not the value of the gold and on exchanging Japanese notes for gold and taking the gold out of the country, the speculator could get more for it in notes of another country than its value in notes in Japan. The Japanese authorities know this and it is the dread of seeing the gold go out of the country which makes them huddle to the embargo, although a reduction of the paper currency to the point where some at least of the gold was forced into circulation would adjust the relations between the gold and the notes and prevent any such exodus as is feared. Japan is in the position to do this because her finances have been improved and not impaired by the war, but gold having been erected to the position of a fetish, immensely desirable in itself, the passion for its retention overweighs other considerations.

Quarantine against Hongkong has been withdrawn by Bangkok.

A farmer in the Hui Lay district of Kwangtung has discovered silver ore on his farm.

The V.R.C. advertise the programme of the Night Fete, which is being arranged for Friday next.

Stern measures are being taken by the military authorities at Canton to suppress the recrudescence of gambling in the city.

The 2nd Battalion King's Regiment at Hongkong will get a draft from the 1st Battalion in Ireland in the coming troop season.

The bodies of a Japanese seaman and a cook of a revenue launch who were accidentally drowned the other day in the harbour have been recovered.

On Friday a tree fell in the grounds of St. Stephen's College and a Chinese youth, 30 years of age, was caught in the fall and injured. He is at present in the Government Civil Hospital.

Admiral Sir Arthur Leveson, the new Commander-in-Chief on the China Station, in succession to Sir Alexander Duff, is expected to reach China in October to take up the duties of his new post.

According to the *Japan Chronicle*, the warship *Settsu* will be sunk off the coast of Tosa at the beginning of this month as a sacrifice to armament restriction. She will be used as a target for shooting practice for the first Squadron.

An inmate of No. 45, Gough Street, has reported the theft of \$217.70 cents from a box in his room, which is believed to have been opened by means of a duplicate key. A similar theft is also reported by the tenant of No. 13, Cheung Sha Street, who says that \$208 has been stolen from his room.

The Water Return for August 1st shows that the water in storage on the island of Hongkong on that date was \$21.59 millions of gallons as compared with \$2,031.44 millions on the corresponding date last year. At Kowloon the quantity in storage was 103.14 millions as compared with 352.50 millions last year.

Information received from Macao by last night's steamer was that the town is quiet and that there has been no further trouble. The soldiers are still patrolling the streets. It is now gathered that the explosives used were improvised bombs made up of bundles of sticks of dynamite, to which time fuses were attached.

Audiences at the Coronet Theatre are thoroughly enjoying "Peck's Bad Boy," the delightful picture which features the star artist young Jackie Coogan, the small youngster who finds himself famous at the tender age of six as the result of his phenomenally successful appearance in "The Kid" with Charlie Chaplin.

The ex-mine sweeper, *Petersfield*, late of the broken-up South American Squadron, is being got ready at Portsmouth to succeed the despatch ship *Alacrity* on the China Station. The *Petersfield* will be ready for her new command by the end of August or beginning of September. Commander Cecil N. Rayne, commanding the *Petersfield*, has just been promoted captain.

Commander Thomas H. Binney, D.S.O., chief executive officer of the flagship *Hawkins*, China Station, has just been promoted to the rank of captain, after a service of five and a half years in his late rank. His promotion, so well merited, will give satisfaction to his friends in China and the Straits. Another local promotion is that of Lieut. Commander Thomas B. Drew, C.B.E., of the *Hawkins*, who has been advanced to the rank of commander after within a few months of five year's service in his late rank.

The telephone to Cheung Chow was again out of order during the recent typhoon. As a consequence, the black signal was not lowered until 9 o'clock on Saturday morning, and the whereabouts of the ferry launch was unknown from 3 a.m. on Thursday morning, when it left the island, until 8.30 a.m. on Friday, when it re-appeared. The launch had remained in Hongkong in the interval, but it was not known at Cheung Chow whether this was the case, whether she had run behind a neighbouring island, or whether she had gone to the bottom.

ANOTHER BIG PIRACY.

"SUI YIK" WITH 180 PASSENGERS HEED IN CHINESE WATERS.

PIRATES SAID TO HAVE BOARDED VESSEL AT HONGKONG.

The *Sui Yik* came into Hongkong at a late hour last night and reported that she had been pirated whilst on her outward journey from Hongkong to Shanmei, which is half way between here and Swatow. The pirates are believed to have boarded the vessel in Hongkong. A Chinese watchman named Chan Ping and a Chinese passenger were wounded by the pirates who were armed with revolvers, and 180 passengers were rounded up and robbed of their money and belongings. The value of the stolen property is not known but it is safe to estimate at a high figure. From the commander's department alone \$4,500 were taken.

Interviewed at midnight, the Master of the vessel, Lui Yee, said that the *Sui Yik* left Hongkong for Shanmei on the early morning of 31st July and prior to her departure the 180 passengers, including eight first-class passengers, were searched for arms by the police. Nothing was found. Before leaving the Colony the vessel took in tow, at Shaukiwan, a junk containing material for the Chinese Government Ammunition Factory at Shanmei.

All went well to San Mun, the Chinese Customs Station, where the ship's papers were cleared and at 1.30 p.m. the same day the *Sui Yik* continued her journey from there for Shanmei. After steaming for one and a half hours, suddenly shots were heard and a minute later an armed man appeared at the wheel-house and held up the Skipper, ordering him to keep quiet or he would be shot. A few minutes later he was joined by three armed men. The pirates, who spoke the Hakkia dialect, gave instructions for the vessel to be steered to Tau Tau and from there to a place called Sam Kok. During the voyage from Tang Pui—where the pirates first held up the vessel—to Tau Tau, the pirates proceeded to loot the vessel. They cleaned out the commander's cabin and collected the passengers' luggage in a heap, ready for moving. The watchman and one passenger who showed signs of resistance were promptly shot and wounded.

At Sam Kok three junks came alongside and the loot was transferred into two of these, whilst about twenty men swarmed over the side into the other junk, and the *Sui Yik* was allowed to proceed on her journey to Shanmei. At Shanmei the master was reported to the Chinese authorities. In addition to looting the vessel of clothing and money, two rifles and two revolvers, were stolen from the armory as well as a quantity of rifle and revolver ammunition. Her cargo of rice, salt, fish and machinery was not interfered with.

The return journey of the *Sui Yik* to Hongkong was delayed owing to the typhoon in the neighbourhood of Swatow. The *Sui Yik* is owned by the Fok Hoi Company, of No. 67, Connaught Road Central.

BRITISH VESSELS PIRATED. WEST RIVER INCIDENT.

The *Kwong Mo*, a fair-sized steam launch, and a lighter named the *Tin Ming*, both of which are registered as British vessels, were pirated on the last trip to Samshui up the West River. A report of the incident is being communicated to H.B.M.'s Consul at Canton by the owners of the vessels the Kwong Mo S.S. Company. The pirates met the steam launch at Tung Ma whilst she was towing the lighter, which contained 200 tons of coal, and boarded her from two junks. The pirates numbered 20 in all, and were armed with mauls, pistols. They were apparently of the opinion that the lighter contained rice, and expressed disbelief when told that the cargo was coal. They opened up the hatch and ascertained for themselves the contents of the cargo. They next looted the vessels and took away money and clothing to the value of \$800. On arrival at Sam Shui the master of the launch reported the incident to the Chinese Customs authorities.

COLLISION IN THE HARBOUR.

H.M.S. "MAGNOLIA" SINKS A JUNK.

Shortly before mid-day yesterday a collision occurred in the harbour, in mid-stream, between the H.M.S. *Magnolia* and a large Chinese junk. The junk was badly holed and sank a few minutes after the collision. Fortunately no lives were lost, all the occupants of the junk being rescued by people in a sampan and by the crews of two launches.

The accident occurred right in the track of the Hongkong-Kowloon ferry and the junk's mast and sail, as well as a portion of the junk were visible above the water yesterday afternoon. A danger flag has been fixed to the mast of the sunken craft.

It is said that the junk attempted to cross the bows of the *Magnolia* just after the latter had left her buoy on her way out of harbour to the aid of the *Choyang*. The junk had on board 85,000 bricks, which accounted for her sinking so rapidly. Her crew numbered seven.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]
GERMAN REPARATIONS
DISPUTE.

A MORATORIUM UNDER CERTAIN
CONDITIONS.

Paris, August 5th.
It is semi-officially hinted that M. Poincaré is contemplating suggesting to Mr. Lloyd George that a moratorium of four or eight weeks be accorded to Germany, on the condition that Germany, in the meantime, carries out a complete plan of financial reforms, with control of the customs, etc., and simultaneously agrees to a levy of 20 per cent. on the capital of German industrial concerns, and also permits the Allies to exploit state-owned mines and forests on the left bank of the Rhine, or to agree to the cession thereof.

It is declared that the Allies would, at the end of the moratorium, resort to coercion in the Rheinland and Ruhr, like control of communications, if Germany refused to submit to these conditions.

The suggested moratorium refers to reparations proper, and is not connected with private debt payments, which are the subject of M. Poincaré's threat, mentioned in cable messages dated August 2nd and 3rd.

FRENCH ANSWER TO GERMANY'S
TEMPORISING REPLY.

Paris, August 5th.
It is semi-officially announced that Germany, having addressed a further temporising reply to M. Poincaré's last Note on the subject of Clearing-House payments, France has decided to request the Clearing-House Officers at Paris and Strasbourg, first, to postpone the recognition of German credits and second, to suspend payments on account of the German Government and of compensation awarded in respect of the liquidation of the private property of Germans in France. Germany must, therefore, execute from its own resources, awards given against it by Clearing-House Officers. Thirdly, cease to notify Germany of the net proceeds of liquidation of German property in France, thereby rendering the indemnification of Germans whose property has been liquidated, impossible, also preventing the Reich from utilising these credits for the benefit of such Germans.

MEASURES OF PRESERVATION.

The semi-official announcement states that, fourth, France has also decided to suspend the Ballebadon Agreement, providing for the restitution of the personal property of Germans in Alsace-Lorraine. Fifthly, "measures of preservation" will be taken in Alsace-Lorraine, and supplemented, if such measures do not suffice for a speedy settlement of the question.

It is explained that the foregoing measures are not designed to greatly affect public opinion, but it is a case of practical measures, in order to make an impression on Germany.

GERMAN PROCRASTINATION
CAUSES BAD FEELING.

Paris, August 5th.
The announcement states that the matter would not have created such a sensation if Germany had not published the Franco-German Communications on the matter. It explains that the system for a settlement of private debts was through special Clearance Officers, through which French creditors had to deal.

The French Government decided to take the creditors' place in order to safeguard their rights. Germany is charged with continually raising difficulties in connection with the Versailles Treaty every time the question of settling accounts arises. It is foreshadowed that the severity of France's retaliatory measures will increase proportionately to the persistence of Germany's unwillingness to pay her debts.

THE OBJECTIONABLE GERMAN
NOTE.

Paris, August 4th.
In effect, the German Note mentioned earlier, denies France's right to make threats, and retorts by pointing out, firstly, the instalment is not due before August 18th. Secondly, Great Britain promised to discuss the matter and secure a joint Allied reply. Belgium having given a similar undertaking. Thirdly, in the event of non-payment, the Treaty merely gives the Allies the right to liquidate Germany property as a security. It concludes by urgently appealing for a suspension of the decision, pending the joint Allied negotiations.

NEWS FROM RUSSIA.
FOREIGN RELIEF WORK ENDING.

Rioa, August 5th.
Advices from Moscow state that most foreign relief work in Russia is ceasing on September 1st.

LENIN RESTING.

At the opening of the Communist Convention, M. Kamenoff stated that Lenin was temporarily resting for the good of his health.

NEW HEAD OF THE RUSSIAN
CHURCH.

The Archbishop Agathangel has declared himself head of the Orthodox Church in Russia, apparently supplanting Archbishop Tikhon.

CHOLERA SPREADING.

Reval, August 5th.
Advices from Moscow state that cholera is spreading in the Omsk and Barnaul districts.

DISORDERS IN ITALY.
FACTIONAL FIGHTS CONTINUE.

Rome, August 5th.
Normal conditions have been restored in all cities. The Fascisti have evacuated the Town Hall at Milan, which they had previously seized, turning out the members of the Socialist Town Council. The Prefect has now appointed a Commissioner to control public services in Milan. Violent collisions between the Fascisti and Communists are reported from Parma and Bari.

SOCIALIST NEWSPAPER WRECKED.

Milan, August 5th.
The Fascisti raided the Socialist newspaper *Avanti*, wrecked the Editorial Department and set fire to the newspaper.

One Bersagliere and two Fascisti were killed in the ensuing fight.

EXPORT CREDITS SCHEME.
EXTENDED FOR ANOTHER YEAR.

London, August 5th.
The Government has decided to continue the export credits scheme for another year, namely, to September, 1933.

BRITISH UNEMPLOYMENT
RELIEF.

SEVENTY-SEVEN MILLIONS IN TWO YEARS.

London, August 5th.
In the House of Commons, Mr. T. J. Macnamara (Minister of Labour) stated that £77,000,000 has been disbursed during the past two years for unemployment benefit.

UNSETTLED IRELAND.

London, August 5th.
After exceptionally hard fighting, the Nationalists captured Kilmallick, which was the Irregulars' principal point d'appui.

BRITISH WORLD FLIGHT.

MAJOR BLAKE AT DELHI.

DELHI, August 5th.
Major Blake, the British airman, has arrived.

THE LEAGUE OF NATIONS.

OBSERVATIONS DRAFTED ON
JAPANESE MANDATES.

Geneva, August 5th.
The Mandates Commission of the League of Nations has drafted observations to be presented to the League on the reports regarding Japanese Mandates.

THIRD MEETING OF THE
ASSEMBLY.

THE HAGUE, August 4th.
The following will represent the Netherlands Government at the third meeting of the Assembly of the League of Nations, which is to open at Geneva on September 4th:—Dr. Louzon, Dutch Minister to Paris; Professor Struycken, of the Hague Arbitration Court; and Professor Vaneynings, of the University of Leyden.

COUNTY CRICKET.

SOME INTERESTING RESULTS.

London, August 4th.
At Leyton, Middlesex led Essex on the first innings. Mann scored 100 in the Middlesex first innings, and Claude Ashton scored 110 not out in the Essex first innings.

At Portsmouth, Surrey led Hants on the first innings, Sandham (Surrey) scoring 123 not out.

At Weston-super-Mare, Somerset led Worcester on the first innings. For Somerset, White captured fourteen wickets for 84.

At Nottingham, the home county defeated Lancashire by 117 runs, Carr scoring 108 for the victors.

At Northampton, the home county defeated Glamorgan by 24.

AMUNDSEN AT WRANGEL
ISLAND.

ATTEMPTING TO REACH THE POLE.

NOME (Alaska), August 4th.
Amundsen's ship *Maud* wireless that she has reached the ice close to Wrangel Island. Amundsen is going to Point Barrow and intends to attempt to reach the Pole this year, weather permitting, otherwise next year.

LATEST CABLES.

THREATENED DOCKERS'
STRIKE.

WORKING AGREEMENT REACHED.

London, August 5th.
The prospect of a dockers' strike has been averted, following on the decision by the Conference of National Transport Workers to assent to the terms reached with the Employers' Federation in regard to the latter's demand that a reduction in wages of two shillings daily be made, thereby bringing down the minimum wage to ten shillings daily.

The final terms are not yet published, but it is believed the two shillings deduction is spread over several months. An arrangement has been made for the stabilisation of wages for that period.

PRINTING TRADE STRIKE.

GRADUALLY FADING OUT.

London, August 5th.
There are indications that the Printing Trade dispute is fading out, the Typographical Union members in several provincial centres having agreed to resume work in accordance with the terms of the Industrial Court Award.

U.S.A. RAILWAY STRIKE.

GETTING BACK TO NORMAL.

WASHINGTON, August 5th.
The Pennsylvania Railway states that the greatest single day's resumption of strikers occurred today, namely, 587, making 45,003 employees working compared with 60,157 normally.

EARLIER CABLES.

U.S. COAL STRIKE.

"THE FIRST HOSTILITIES."

Indianapolis, August 4th.
The first hostilities arising out of an attempt to mine coal under the protection of troops occurred at Staunton, where the men ambushed the National Guardsmen who returned their fire. The fusillade was afterwards taken up throughout the area and continued for over an hour, the troops using automatic rifles.

EIGHT-HOUR DAY FOR
SEAMEN.

FRENCH UNION'S DEMAND.

Paris, August 4th.
Following the rejection by the International Seamen's Conference of the French proposal for a 48-hour week and a fixed minimum wage, the National Council of the French Seamen's Union has decided to secede from the Seamen's International and to try to convene a new International Conference of Seamen to submit the question of an eight-hour day in the merchant services of the whole world.

EMPIRE WIRELESS.

THE NEW SCHEME CRITICISED.

London, August 4th.
The position of Empire wireless has greatly improved, but is still far from satisfactory, and meanwhile other countries are getting ahead of us, said Mr. Robert Donald, president at the annual meeting of the Empire Press Union. He said the Postmaster General's recent announcement of a new Empire wireless policy was a surprising confession that the policy of the Post Office in the past was wrong. The new plan did not undo the early blunders; it meant an entire change in equipment and methods of transmission. We were threatened with two or three different systems of wireless in the Empire, none of which would be a complete chain in itself, and unless they were co-ordinated there would certainly be delay and confusion. All high-powered stations should work in harmony and the whole Empire system or systems be under unified control.

GRECO-TURKISH FRONTIER.

ALLIED EFFORT TO AVOID
COLLISIONS.

London, August 4th.
A message from Athens in regard to the reported incursions of Greek patrols the Turkish frontier of Thrace states that twelve Greek soldiers, some unarmed, who were searching for firewood, crossed the frontier mistakenly, fell into an ambush, were fired on, and were compelled to withdraw. Three were killed. A Greek patrol which occupied a farm has been withdrawn.

General Mombelli, the Italian Commander-in-Chief at Constantinople with British and French officers, has gone to Chatalja to confer with the Greek Commander-in-Chief in order to define the frontier and arrange a neutral zone on either side so as to prevent the crossing of patrols and aircraft.

DISCOVERY OF WAR
MATERIAL IN GERMANY.

MILITARY OPPOSE ALLIED
MISSION'S INSPECTION.

Berlin, August 4th.
The Inter-Allied Control Mission discovered thousands of tons of war material, ammunition, rifles, and 1,300 shells during a visit to the fortress of Neisse, Silesia. Members of the German military tried to prevent the visit. A German officer stood in front of the door of the magazine declaring that the place was mined. Locksmiths had to be employed to open the doors of other parts of the fortress.

LONDON TO MARSEILLES
AIR SERVICE.

Paris, August 4th.
A regular London-to-Marseilles passenger air service is to open on August 11th. Machines will leave London on Mondays and Fridays, and Marseilles on Tuesdays and Saturdays, specially catering to travellers to and from the East. The trip will occupy ten hours, including a change at Paris.

TRIBUTE TO TELEPHONE
INVENTOR.

SERVICE SUSPENDED IN U.S. AND
CANADA.

New York, August 4th.
The whole telephone service in Canada and the United States was suspended for a minute this evening as a tribute to the late Dr. Graham Bell, inventor of the telephone. His body will rest in a tomb to be blasted on Cape Breton Rock, at the summit of Blinnbrugg.

ANGLO-GERMAN TRADE.

A YEAR'S FIGURES.

London, August 4th.
In the House of Commons, Sir Lloyd Greaves stated that German imports for the year ended June 30th to Britain totalled £21,000,000, whilst British imports to Germany were £25,000,000.

BRITISH STEAMER DELAYED.

"AJAX" PUTS IN AT ADEN.

Aden, August 4th.
The British steamer *Ajax*, from New York to Penang, has put in here with a broken Weir pump and rods. The repairs will require about two days.

NEW BAVARIAN GOVERN-
MENT.

Berlin, August 5th.
A new Government coalition has been formed in Bavaria. It is noteworthy that whereas all the other German State governments contain a proportion of socialists, Bavaria is the first State to have a purely bourgeois Cabinet.

PARLIAMENT PROROGUED.

London, August 4th.
The House of Commons has adjourned until November 14th.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

SINO-JAPANESE COMMISSION.

THE QUESTION OF PUBLIC
PROPERTIES.

Peking, August 2nd.
At the meeting the first section of the Sino-Japanese Commission, the Chinese Delegates proposed that such public properties as harbour administration buildings, light-houses, etc., be dealt with by a customs' sub-committee. The Japanese promised to reply after consideration of the Chinese proposal.

The Japanese agreed to transfer public properties formerly under the Postal Administration to a sub-committee of posts and telegraphs for study. Other unimportant matters were discussed.

WHOLESALE DEFECTIONS BY
EX-SOLDIERS.

CITY OF KIUKIANG LOOTED AND
SACKED.

Hankow, August 4th.
Reports from Kiukiang state that on Wednesday night 700 of General Chen Kwang Yuen's soldiers mutinied and demanded large sums of money from the Merchants' Associations. Being refused, they proceeded to loot and burn the city. The foreign concession was not damaged. In the city about \$3,000,000 was looted and 900 shops burnt. The city is now quiet, the robbers having departed to the country.

ENGLISH EDUCATION FOR CHINESE
STUDENTS.

A QUESTION OF POLICY.

London, August 5th.
In the House of Commons, Sir W. De Frees suggested that in view of the importance of the matter to British Trade, the report of Sir John Jordan's Committee on the education of Chinese students in England, should be submitted to the Chambers of Commerce; Mr. Cecil Harmsworth (Under Secretary of Foreign Affairs) replied that it would be premature to do so until the Government and the other Powers concerned had decided the attitude to be adopted towards the resumption of Boxer indemnity payments in December.

MR. ALFRED SEE RETURNS TO
AMERICA.

London, August 5th.
Mr. Alfred See, Chinese Minister to Washington, has returned to America, accompanied by his children, who are on school vacation.

BRITISH CONSULAR SERVICE IN
CHINA.

THREE NEW CONSULS-GENERAL.

London, August 5th.
The appointment of three British Consuls-General for China is gazetted, namely: Mr. Berthold Tours, Mr. Brynham Giles and Mr. Henry Sly.

THE LATE MR. MURRAY
STEWART.

AN APPRECIATION.

The many friends in this Colony of the late Mr. Murray Stewart will read with much interest the following "Appreciation" of him contributed to the *China Express and Telegraph* (London):—

The death of Murray Stewart at Belmont, California, on June 24th will be mourned by a wide circle of friends. He had a genius for friendship; and many were the men and women of widely different temperament, abroad and at home, who came under the spell of his rare qualities of head and of heart. His bearing was distinguished by an engaging old-world courtesy, but at first sight there was a touch of hauteur in the severe lines of his features, a certain reserve of manner, which might cover for a time the depth of his humanity and the warmth of an exquisitely tender heart. But soon the spirit would prevail, and after the shy, difficult, half-hesitating opening, the secret source of a sympathy as wide as it was sincere, as generous as it was profound, could no longer be concealed. And then it became difficult to compass his many-sided character, or to catch up with a range of interests co-extensive with mankind.

Unselfish in a world of selfishness, the materialism of the day touched him very little. He would spend himself, his health, his leisure, in the service of his country or of the community in which he lived—Hongkong, Peking, Shanghai, Tientsin, or indeed in any good cause without a thought of reward, shunning rather than seeking the recognition of his service.

He was distrustful of his own powers. With more self-confidence he might have accomplished more, but his was not the stuff of which leaders are made. His mind was essentially critical, and he seemed to find most doubt and hesitation in making it up when a rapid decision was required. His nice sense of duty, and sometimes his fastidious taste, rebelled at the conclusion of more practical men, that even a wrong decision may be better than no decision at all. But courage was not lacking, and no man could hold more tenaciously to his opinions, perhaps even to his prejudices, than he, or be more disdainful of the popular estimation of them.

These were idiosyncrasies which did not touch the quality of his virtues, his love of truth, his chivalry to women, his pity for the poor, his tenderness with little children, his faith in the unseen. These were the things which endeared him to his friends. His pathway through life was strewn with the roses of

"That best portion of a good man's life—
His little, nameless, unremembered
acts—"

Of kindness and of love.
They linger like a fragrance in the memory and remind us how little it matters what a man does compared with what he is. It is character that counts. Nothing mean or base could survive in his presence; and it is by character that Murray Stewart will continue to live on in the hearts of those who knew him on earth, to whom his life was a moral anti-septic, and who have been touched to finer issues by his death.

"Still are thy pleasant voices, thy
nightingales awake;
For Death he taketh all away, but
them he cannot take."

He was not a ready speaker and disliked public debate, but books were his constant companions, and in the congenial intimacy of the youthful band, which composed the Shanghai Literary Society of thirty years ago, expression seemed to come readily to him. There are still some who will remember the pleasant exercise of wits at those evening discussions in which Murray Stewart more than held his own by the felicity of phrase and the extent of knowledge derived from a wide if rather discursive course of reading.

How he used to glow with enthusiasm for the oppressed and, burn with indignation against the oppressor! How ardent his patriotism when England was the theme! There was a dash of the Puritan in him, but it was relieved by a boyish sense of humour, and as the hours grew short and still the interminable talk flowed on it was good to hear the occasional ring of his laughter, most dear and infectious to his listeners, punctuating the solemnity of the meeting. A generation is a long time in the transient life of our Anglo-Chinese communities, but the memory of these ambrosial nights will linger as long as life itself in the memory of those who took part in them.

"I wept as I remembered how often
you and I,
Had tired the sun with talking and
sent him down the sky."

It is an added pang to our sense of loss that Murray Stewart should have died in passage from China, the land of his adoption for which he hoped so much, far from his native land which he held so dear and longed so eagerly to see again. It was not to be. For a year he lay in the sanatorium at Belmont in much bodily weakness and suffering, but his spirit remained unshaken, and death, when it came, found him cheerful and undimmed.

"His cabin's ample spirit,
It flutter'd and fail'd for breath;
To-night it doth inherit
The airy hall of death."

*Alfred W. Wetherill Foster, Advocate,
Vale.*

RAISING THE WIND IN
PEKING.

INCREASED RAILWAY, POSTAL AND
TELEGRAPH CHARGES.

GREAT RAILWAY SCHEME.

Peking, July 28th.
Reuter's Agency has received from the Chiao Tungpu the following copy of "The Reorganization and Construction Plan of the Ministry of Communication."

The Chiao Tungpu is making earnest effort at retrenchment and reorganization of the various departments. As a result of politics the former Ministers of the Chiao Tungpu were in debt to upwards of \$50,000,000 to domestic and foreign creditors. Mr. Kao En Hung, therefore, intends to avoid politics and his plans centre on the question of how to raise the revenue to pay off the Ministry's huge indebtedness.

Reduction in the personnel has been effected and will save upwards of \$3,000,000 yearly while the reduction in the railways' staffs will save a further \$15,000,000. Instead of continuing to levy the goods tax, the collection of which necessitates the establishment of a separate organ, the Cabinet has sanctioned the abolition of this tax, and proportionately increasing the freight charges on the different lines. This is estimated to give an increase of \$10,000,000. As the postal charges are also comparatively low, it is proposed to levy an additional one cent on all letters passing the Chinese Post Office, which is expected to yield \$500,000 yearly. The Department of Telegraphs will be reorganized and the charges for messages in foreign languages will be readjusted, which is expected to realize \$2,500,000 yearly. The additional charges are not expected to inflict hardships.

The increased revenues will serve as a sinking fund for the redemption of outstanding obligations. Short term domestic loans will be secured on the increased railway freight charges amounting to \$30,000,000 and on the additional telegraph charges amounting to \$10,000,000. It is anticipated that domestic and foreign obligations to upwards of \$50,000,000, the principal and interest of which are falling due in 1932, will be redeemed in one instalment. This will reduce the monthly interest on the various loans by \$2,500,000 monthly or an aggregate reduction of \$30,000,000 yearly.

RAILWAY PLANS.

With regarding to completing the uncompleted railways, new plans are contemplated. For example, the Canton-Hankow Railway when completed will bring in \$40,000,000 additional revenue. Since the suspension of operations in 1915 the property has depreciated \$25,000,000. The gap between the two sections is not more than 270 miles. It is anticipated that the whole line will be completed two years after construction is resumed. This gap will require an outlay of \$40,000,000 but according to the terms of the original contract a fresh agreement is not necessary for a supplementary loan. The completion of the Langhai Railway will increase the yearly revenue by \$30,000,000. The western section has been constructed as far as Shenchow and the eastern section beyond Suiatien. Since the diversion of \$20,000,000 of the Langhai funds in 1916 for the service of President Yuan Shih Kai's monarchical ambitions interrupted the construction programme of this line it has suffered an annual loss of \$5,000,000 in the depreciation of property and in interest. The sum required to complete the whole line is estimated at \$20,000,000. The completion of the Shanghai-Hangchow-Ningpo Railway and the construction of the Chientang River bridge will increase the annual revenue by \$5,000,000. This line was nationalized in 1914 after which there has been a loss of upwards of \$1,000,000.

Serious efforts are being launched to carry through the above programme of reorganization and reconstruction within two years and the revenue derived from the railways will then amount to \$75,000,000 yearly, in which case there will be revenue not only sufficient to meet the Ministry's obligations as they fall due but also a surplus which could be devoted to extension purposes.—Reuter.

CORRESPONDENCE.

"BARGAIN SALES"

[TO THE EDITOR OF "THE HONGKONG
DAILY PRESS."]—

Sir,—A glaring instance has just come to my notice of how the Public are cheated at the so-called "Bargain Sales." My wife priced a hat a short time ago in a well-known local shop; the price being \$12. During the "Sale" she took a friend to see this hat. The hat was still there and there was a large card attached, "sale price \$12, usual price \$16." Neither my wife nor myself will deal further with this particular shop, but is there any way in which the public can be protected against this mean form of swindling?—Yours,

"FAIR PLAY."
Hongkong, August 3rd, 1932.

"Merchant" in a home paper complains that before the war the following were the ordinary cable rates per word: to India 2s. 6d.; to Mesopotamia 3s. 6d.; to China 3s. 6d.; to-day they are 5s., 7s. 6d., and 9s. respectively. Three and a half years have elapsed since the war ended. There is, unfortunately, great slackness of trade. The Government cannot now be using the cables as they were during the war, and yet these "urgent" rates are demanded for messages where time is the essence of the business. This is a serious drag on the country's trade, with the East.

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, June 20th.—The dressing at the Grand Steeplechase last Sunday must be regarded as a triumph for the short coat. Instead of being a day on which designers could lavish their most fragile creations, it was a day on which all but the most daring huddled themselves up in coats and capes. If the sun persists in blowing so sparingly, and the wind persists in blowing so lustily on mankind, the Grand Prix will be as big a fiasco (as far as fashions are concerned) as was Ascot.

What the showing at Auteuil did was to prove to what an extent the short, loose coat can be transformed into a Summer garment. All the winter, Parisiennes have gone about wrapped up in this cozy comfort, and now, at a time when one had imagined it put carefully away in moth-balls and camphor till next Autumn, it makes its appearance, "brighter and better" though hardly bigger than usual. The surprising fact about these coats in their latest expression is that they appear to be so entirely "summery" having seen them made up in fur and heavy woolen materials, it seemed impossible that they could ever be made to look the part in lighter materials; but, as usual, Parisian designers have accomplished the impossible. At Auteuil, one saw hundreds of these short coats—just as one saw hundreds of them at any Winter meeting, but those at Auteuil were as befitting to the season as any frock in organdie or hat in lace.

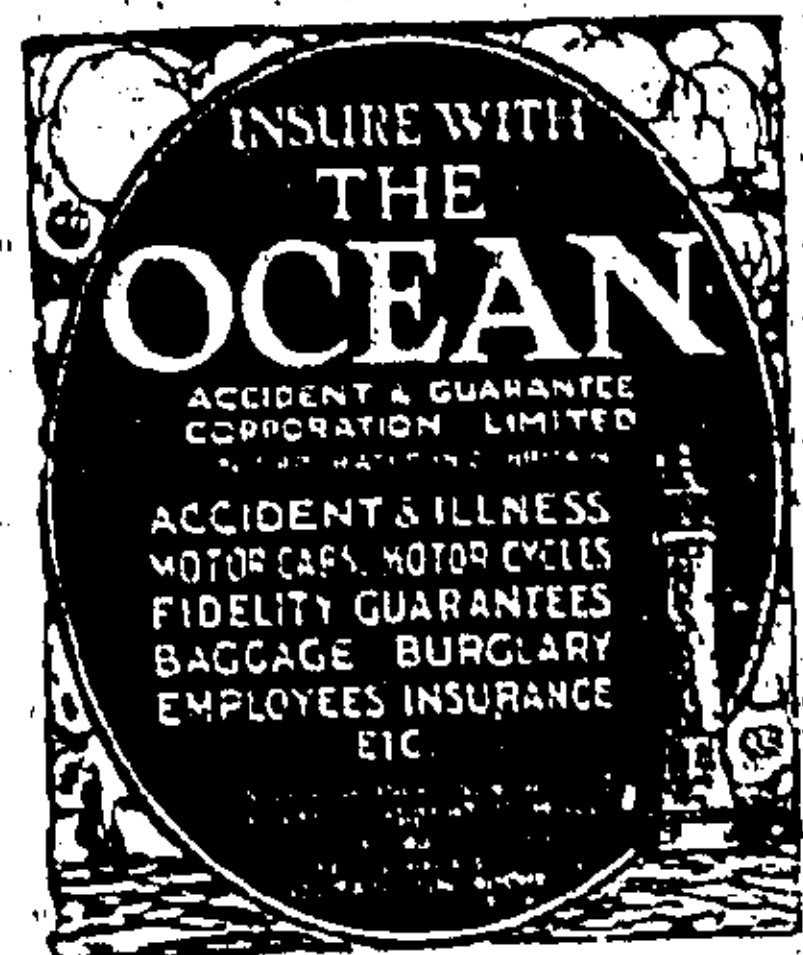
The craze of the moment is, without a doubt, zenana and choly. Every second coat was made from one or other of these materials, stamped, and embroidered in different ways, and invariably finished with a collar and cuffs of long monkey fur. As well as short coats (which, of course, are by no means a startling novelty) whole dresses of zenana made their first appearance. These are quite effective, but must be handled with care and worn by women rather slay than otherwise, else they could easily produce an impression of bulkiness. The few dresses to be seen were made extremely simple and almost devoid of trimming; the favourite medium, as with short coats, being monkey fur. To be in keeping with the prevalent note for a mixture of colours, coats and skirts were never both in the same shade: if the coat was white the skirt was black and vice versa. White coats trimmed with black monkey fur were extremely popular, and one of the smartest toilettes worn during the day was composed of a black satin skirt, a short coat in white, embellished with a deep band of plain kid, and a smart toque also in white kid. As a matter of fact, the latest idea seems not so much to have the hat matching the dress as to have it matching the short coat worn over the dress. In many cases not only did the hat match the coat in colour and material but the trimming on the coat was repeated on the hat as well. Jodel Dutoit is reported by a Paris paper to have declared that the day of the long waist-line is doomed, and that next season all women will be wearing their clothes fastening round a normal waist-line. Whatever the Fates are holding in store for us next season, it is quite evident that the low waist-line is to remain very steadfastly with us during the remainder of the present one. All the short coats worn on Sunday were caught in by a belt placed several inches below the waist-line, and whenever a dress had any definite line about it whatever, that of the waist-dropped many inches below its normal position.

There were no startling innovations, probably because mannaquins refuse to parade in frocks prepared for tropical summer days with a wind blowing the banner down to about zero. What there was was a display of fashions which could be taken as valuable tips for the trend of fashions ahead. One which may help the modern woman of fashion to begin looking round for her Winter furs is the assurance that ermine will be the chosen pet for this chilly season of the year. Any fur jackets that did make their appearance and any touch of fur trimming (except that of the unobtainable monkey) was ermine. One or two short coats were closely in white rabbit and one white zenana jacket was trimmed with a collar and cuffs of slate grey rabbit, but all other manifestations of fur were in ermine. Madame Millerand had even encircled the crown of her plain white ermine straw hat with ermine tails. Her dress for the occasion was an original affair in dark blue crepe, Moroccan lined with ivory satin; it had no trimming about it whatever, the one curious note introduced being the trailing of a long straight piece of material, about half-a-yard wide round the bodice in front and over the shoulders, the ends being laced together down the back by a blue silk lace.

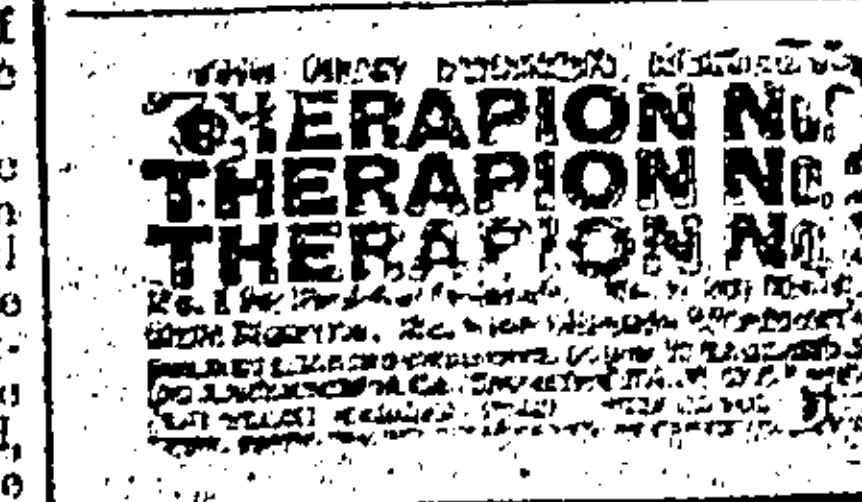
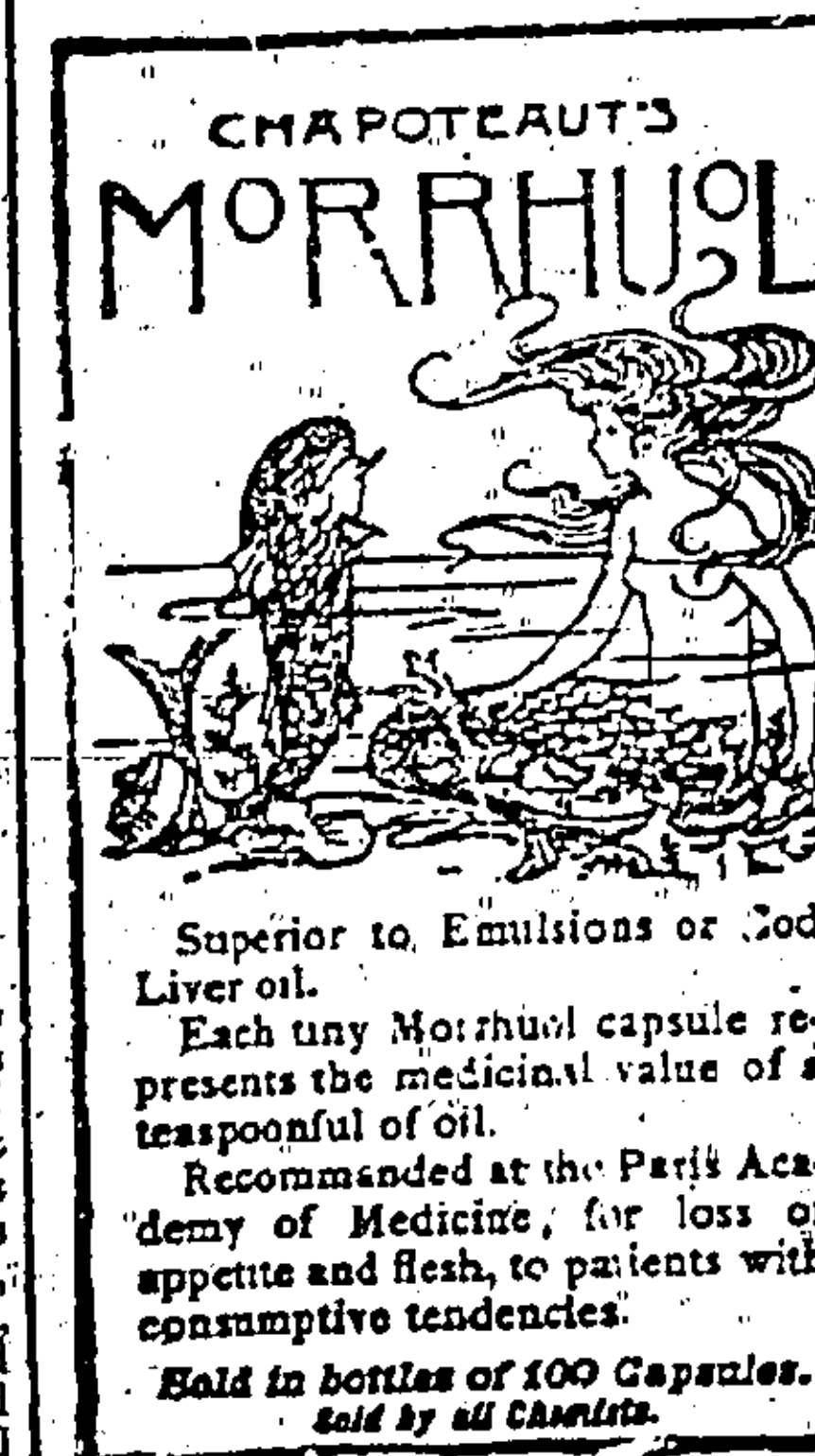
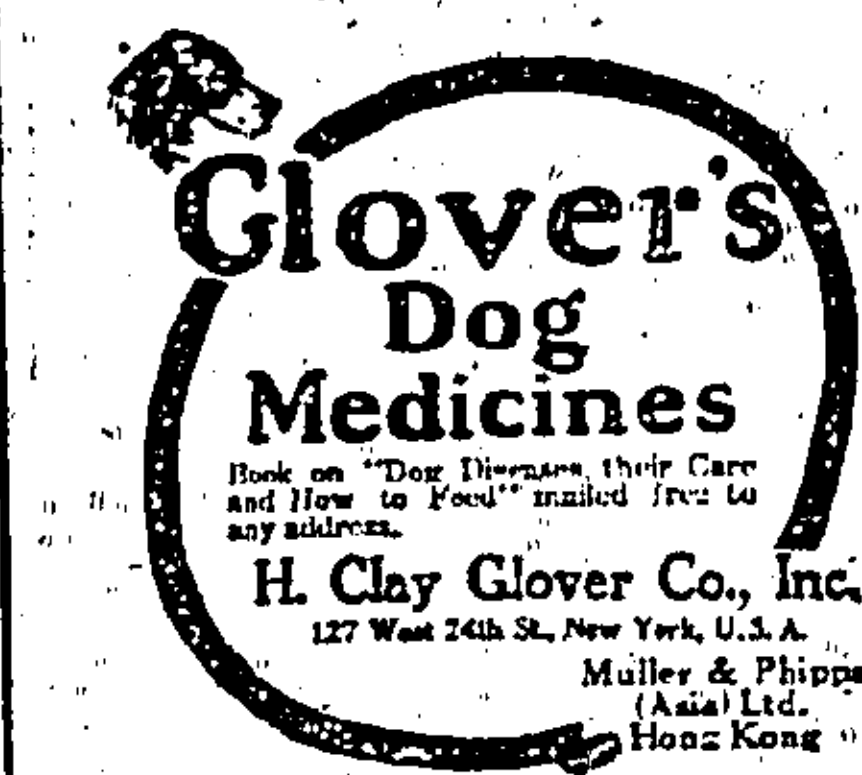
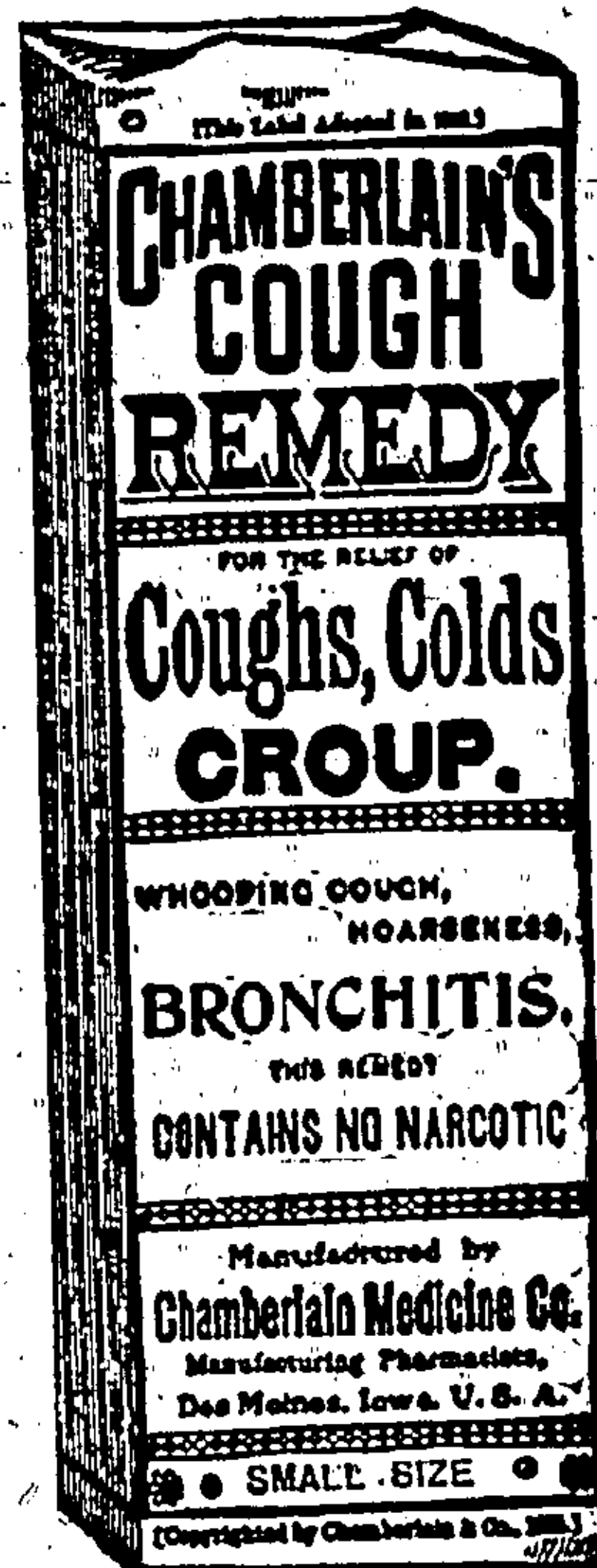
Another hint to be gathered from the display was that of the enormous place in the fashion world organdie is going to play this Summer. Last Summer, organdie had already made its appearance, but this year it will be seen in a glorified form such as it has never been seen before. It always figures now in some colour or other, rarely in white, except when it serves as a finish to a dress, and it is flounced and frilled, embroidered and stamped almost out of recognition, and trimmed as well with the daintiest of net designs worked in white, orange and brown on to the hands. Although there are masses of organdie dresses to be seen there is never one that is made of this material.

The tonic dress which made its appearance at Chantilly last Sunday was to be seen again at Auteuil in varied original and graceful forms. On young slim girls the effect was delightful. They are longest expressions of dress we have yet seen, some of them worn almost touching the ground, and all of them well covering ankles of the wearers. One showed an underskirt of cornflower blue organdie finished with a finely pleated frill and an overdress of primrose organdie embroidered in blue and green tones; another showed an overdress in glycine shaded tulle over a dress in peach-coloured organdie, another was in strawberry coloured organdie over a lighter shade of tulle. With all dresses of this type, exceptionally wide-brimmed hats were worn, so that with the long, full skirt of the dress quite an 1830 type was created.

Another detail about the dressing was the growing tendency on the part of modern women to bare their arms and shoulders to the glare of the sun. They started by wearing bare-back evening dresses, continued by wearing bare-cut, sleeveless gowns in by-ways during the day, and now they have arrived at a point when they expose not only their arms but their shoulders as well in the open as unconcernedly as though (Continued at foot of next column.)



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they were in a ball-room. Some women on Sunday had such a flimsy lace or net covering above the bust line of their bodies that it was no more than a pretence at modesty; others had dispensed altogether with this last remnant of decorum and appeared in dresses that left off a couple of inches below the line of the shoulders and brazenly exposed far more bare flesh than most women would care to expose beneath a coating of powder in a ball-room. Day dresses no longer have any sleeves; we have become accustomed to such a phenomenon, but now, apparently, we are going to be obliged to become accustomed to the sight of dresses without shoulders, and, as a result, of women going about with a hairy quarter of a yard of drape above the waist-line, and shoulders and arms uncovered to the eyes of a world no longer astonished at any dress manifestation of the fair sex.

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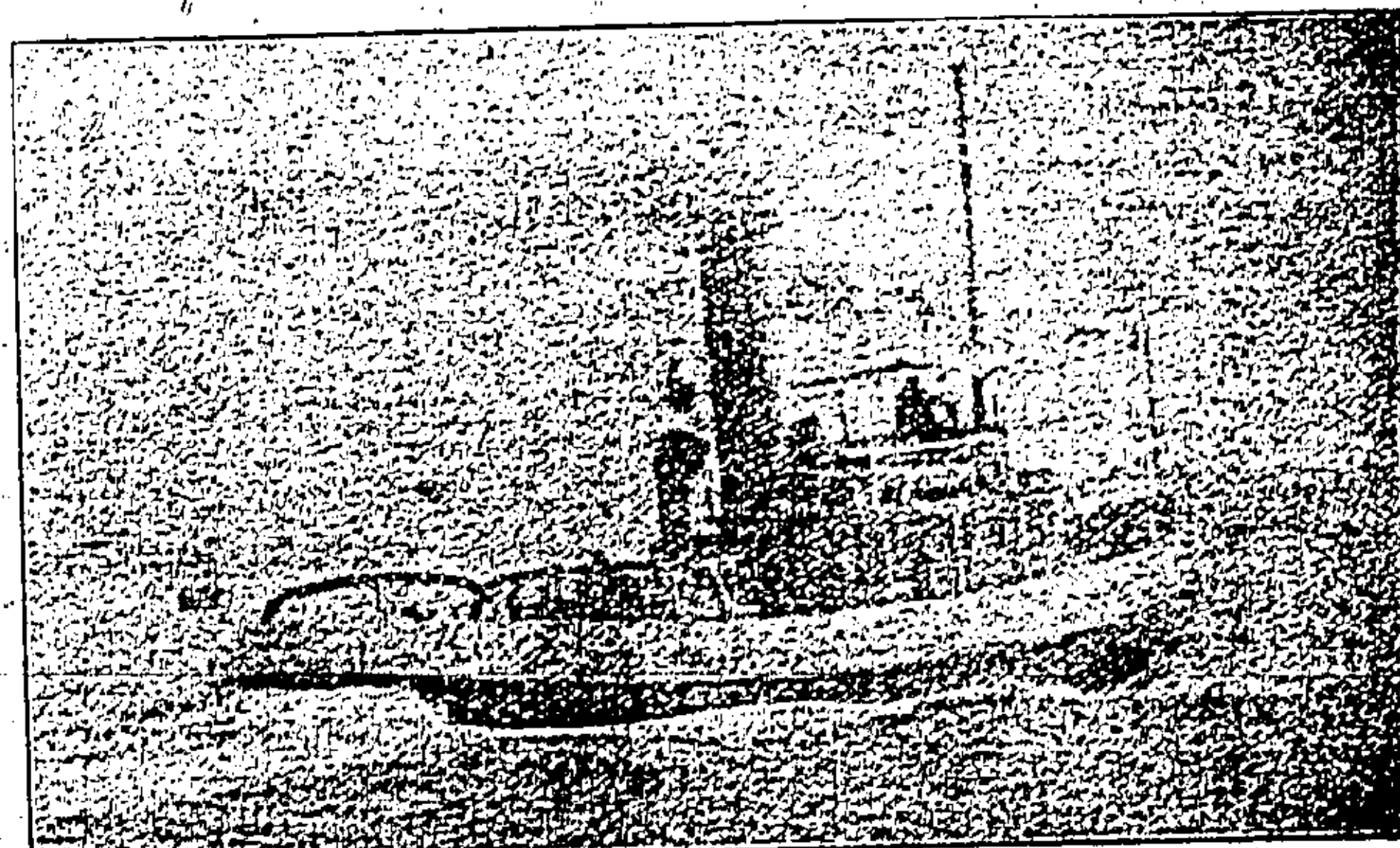
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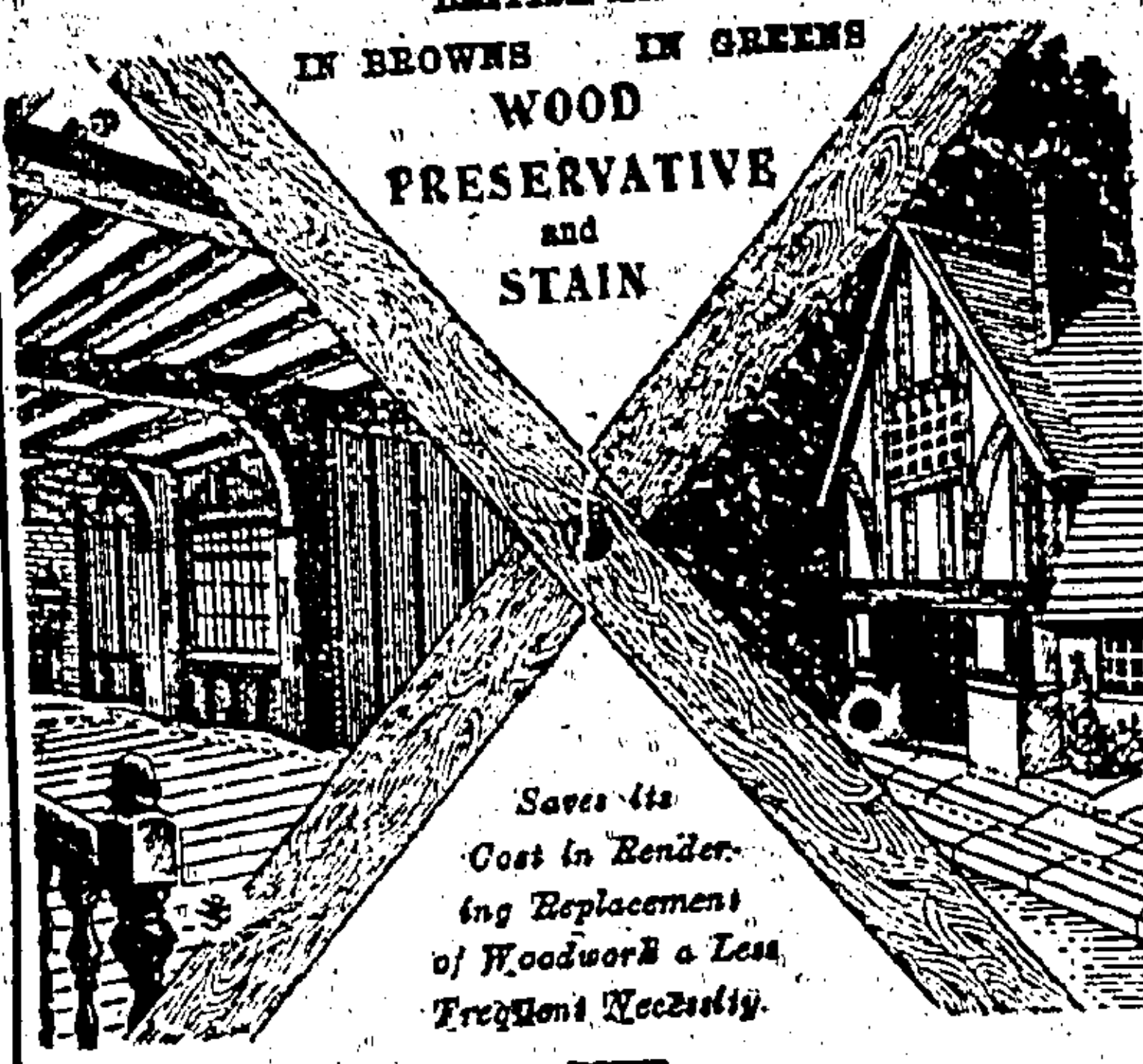
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be addressed.

SCOTISH SP SCOTTISH CRICKETERS IN THE SOUTH

LADIES' GOLF CHAMPIONSHIP.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, June 21st.

While all the world knows that Scotsmen have little to learn in the theory, and practice of the game of golf, it is a melancholy fact that their progress on the cricket field can only be lightly appraised, particularly by our friends across the Border. A visit of a Scottish Rugby fifteen, also, draws tens of thousands to Twickenham, but the appearance of a Northern eleven at Lords or the Oval leaves the Londoners cold. It must be admitted that Scotsmen do not always take their cricket seriously, and that the climatic conditions experienced, even in the height of summer, are sometimes depressing. During the past fortnight an eleven of Scottish amateurs have boldly challenged English first-class teams in the Metropolis, ostensibly for the purpose of furthering their education in the art of wielding the willow. At Lord's, where the M.C.C. were blessed with a full share of good fortune, the Scots were rather badly beaten. But their performance later on against Surrey was quite good, especially in the departments of bowling and fielding; the batting, however, in which we thought the side particularly strong, was particularly disappointing.

Aberdeen have gained their first win in the Scottish Counties Championship, and at the expense of Stirling County. Captain G. W. A. Alexander and R. G. McKerron were the principal scorers, and J. Berry bowled remarkably well. The match between Perthshire and Clackmannanshire ended in a draw—there have been far too many draws in this competition—Tom A. Bowie putting up 105 for the "Wee County." The Western Union Championship promises to be a sporting affair, with a keen finish. By going down at Shawholme, Poloc lost their position at the top of the table, and Greenock are now leaders. In club engagements, the F.P.'s of Royal High School are still in a bad way, and went down heavily before Carlton. Glasgow Academicals achieved one of their best results this season, by defeating their Edinburgh Academical rivals—a quite unexpected result. Grange were much too heavy metal for Edinburgh. Storie family were mainly responsible for the victory of Roxburgh over Selkirk.

SCOTTISH COUNTIES CHAMPIONSHIP.

Clackmannan Co., 277 for 7; Perthshire, 180 for 7.
Aberdeenshire, 234 for 5; Stirling Co., 114.

WESTERN UNION.

West, 266 for 9; Uddingston, 187 for 9.
Ayr, 187 for 8; Poloc, 162.
Greenock, 132; Clydesdale, 114.
Kelburne, 199 for 8; Drumpellier, 98.

PUBLIC SCHOOLS CHAMPIONSHIP.

Fettes, 132; Glenalmond, 76.
Loretto, 206; Edin. Academy, 135.
Watson's, 199; Merchiston, 117.

OTHER MATCHES.

Surrey, 303 for 8; and 209 for 6; Gentlemen of Scotland, 175.
Grange, 216; Edin. Univ., 109.
Glas. Academicals, 158; Edin. Academicals, 101.
Carlton, 203 for 7; R.H.S., F.P., 39.
Watsonians, 209 for 9; Heriot's, 136 for 9.
Roxburghshire, 188; Selkirkshire 150

INTER-UNIVERSITY ATHLETICS.

The Scottish Inter-University Athletic Sports at Aberdeen showed remarkably good running, although the weather was against record-breaking. E. H. Liddell was the principal runner in the relay race for Edinburgh. He and L. J. Dunn, who excelled in the hurdles and the high and broad jumps, and C. S. Brown, who was first in both the half-mile and one-mile races were mainly responsible for Edinburgh University's substantial victory, 45 points, as against Aberdeen's 22 points and Glasgow's 16 points.

LADIES' GOLF CHAMPIONSHIP.

At St. Andrews, Mrs. J. B. Watson won the Scottish Ladies' Golf Championship for the third year in succession—a remarkable performance. Perhaps she is no better than two or three of the other lady golfers, but in the ability to pull off matches she has no rival. A curious mixture of hurry and deliberation, she is quick and business-like in her movements on the green. In addressing the ball she makes a complete circle before bringing back her club, and she has a steady, unflinching gaze at the top of the swing. Miss Audrey Kyle, the runner-up, greatly distinguished herself. She must have been about the youngest player on the field. Yet she is surely the most deliberate player for her years in the whole realm of golf. She plays every stroke as if the fate of empires depended upon it. No other player looked half so stern, she was all method and concentration. Of the other players, Miss Jean McCulloch might win any year; she is a clean, crisp hitter, and a putter exceedingly well. Miss Scroggie is probably the best golfer of them all, but there is something lacking in her match play equipment. Whether it is nerve or temperament or what one does not know; certainly she has the golf if she could bring it out, when most wanted. Mrs. Bamber made an interesting appearance in the event. She is a better golfer than when, as Miss Freda Macindrew she used to play before the war. She was easily the coolest and most composed golfer of all, and played with a grace and style surpassed by none.

OUR BRITISH STOICS.

THE BRITISHER OUT OF WORK, THE ADMIRATION OF THE WORLD.

The Britisher out of work is the admiration of the world. Talking to a French lady the other day, I happened to mention that we had more than two million of them, writes Mr. W. Keith in the *Daily News*. "But they are so quiet," she said. "Have they no revolvers?"

Her idea of the action appropriate to such a condition was clearly something with revolution in it. She was absolutely astounded at the demeanour of this vast army of workless, hopeless men, quietly waiting for something to turn up.

The usual plegm of the unemployed has deserted them at Portsmouth. Dog shows are pleasant, if noisy, occasions, but the contrast between pampered Pomeranians and babies for whom milk is too dear, has often been drawn by popular writers, and the Portsmouth unemployed have decided to demonstrate on the subject.

Yet if the English working man were easily inflamed, there have been more notable opportunities than a dog show at Portsmouth. The Derby was a roaring success. Ascot would have been a phenomenally brilliant affair but for the weather, and yet the unemployed, even those who venture to such places to make what they can, hardly obtrude themselves on the pleasure-seekers' sight.

A prominent lady from a northern city which is usually almost too noisy and busy for habitation told me this week that it was like a city of the dead. "I do not waste any sympathy on Labour men," she said, "and yet I think it is miraculous the calm with which hundreds of men pass the streets without a word of an act of protest against their lot."

A foreigner looking at the photograph in the *Daily News* this week of a police inspector being "mobbed" on announcing to unemployed men that they could have the crumbs from the magistrates' luncheon table said: "Quite right too. Why should he insult them in that way? When she read how cheerfully the men had fallen into line and taken whatever was given them with a smile and a jest she put the paper down. 'We talk of an Englishman's pride,' she said, 'but his patience is more wonderful still.'"

Doles do not account for it all. There is something in the British character which stands the country in good stead in times like these. Our stoicism, our calm demeanour, our loyal team work were lauded during the war. But the British unemployed are making a demonstration of the stability and worth of the British character which has seldom been surpassed.

WEATHER REPORT.

August 6th, at 11.40—Returns from the majority of stations are lacking. No weather forecast for day will be issued. Yesterday afternoon's observations indicated that the Looschoos typhoon was travelling N.N.E. and that there was a depression or typhoon to the west of Guam.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 6th August, 0.01 inch. Total since January 1st, 40.48 inches, against an average of 54.32 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	None
Formosa Channel	None
South coast of China between Hongkong and Lamook	None
South coast of China between Hongkong and Hainan	None

HONGKONG TIDE TABLE.

From August 7th to 13th, 1922.

		HIGH WATER.				LOW WATER.			
Days of Week.	Day of Month.	H'kong Standard Time.		Height.		H'kong Standard Time.		Height.	
		h. m.	ft. in.	h. m.	ft. in.				
Mon.	7	8 44	7 1	10 25	2 9				
Tues.	8	10 23	4 5	10 24	2 8				
Wed.	9	10 33	4 6	10 23	2 8				
Thur.	10	11 17	4 7	10 22	2 5				
Fri.	11	11 40	6 8	10 22	2 5				
Sat.	12	0 5	4 9	5 33	6 21				
Sun.	13	0 36	5 0	6 15	8 52				

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	1921		1922	
	Highest W.L. ever recorded	Lowest W.L. ever recorded	Highest W.L. ever recorded	Lowest W.L. ever recorded
Wuchow, W. River	Feet. +74.50	Feet. -2.43	Feet. 38.60	Feet. 41.30
Kongsoo, N. River	+14.70	-0.80	7.40	8.40
Linkow, N. River	+37.00	—	—	12.50
Samahai, N. River	+27.25	-5.00	10.70	12.00
Shakung, E. River	+15.15	-0.56	4.50	4.70

Engineer-in-Chief.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW	"YATSHING"	Monday, 10th Aug.	Noon
HAIPHONG via HOIHOW	"LEESANG"	Thursday, 10th Aug.	Noon
TSINGTAU via SWATOW	"YATSHING"	Friday, 11th Aug.	Noon
MANILA	"YATSHING"	Friday, 11th Aug.	Noon
TSINGTAU via SWATOW	"YATSHING"	Friday, 11th Aug.	Noon
SANDAKAN	"YATSHING"	Friday, 11th Aug.	Noon
TSINGTAU via SWATOW	"YATSHING"	Friday, 11th Aug.	Noon
SHANGHAI	"YATSHING"	Friday, 11th Aug.	Noon
TIENTSIN	"YATSHING"	Friday, 11th Aug.	Noon
STRAITS & CALCUTTA	"YATSHING"	Friday, 11th Aug.	Noon
KOBE	"YATSHING"	Friday, 11th Aug.	Noon

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SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when indicated on steamers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 3,000 ton steamers as "HINANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken up through Bill of Lading for Kuala Jesselton, Labuan, Tawau and Labuan.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Cheloo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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Vessel	Leaves Hongkong	Discharges
"GLENADR"	15th August	15th August
"GLENARIFF"	30th August	30th August

HOMEBARDE.

Vessel	Leaves Hongkong	Discharges
"GLENSHANE"	23rd Aug., GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"GLENLUCE"	2nd Sept., GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	

Movements are subject to change without notice.

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SHIPPING NEWS

ARRIVALS.

August 4th.

Chihwa, British str., 1,333 tons, Capt. A. V. Harrison, from Bangkok, with a general cargo.—B. & S.

Chung Hing, Chinese str., 240 tons, Capt. Leung Sui Kong, from K. C. Wan, with a general cargo.—Hong On & Co.

Glenlogie, British str., 3,843 tons, Capt. J. McGregor, from Shanghai, with a general cargo.—J. M. & Co.

Indigirka, French str., from Canton.

Maly, British str., 1,297 tons, Capt. H. Mays, from Saigon, with rice and general cargo.—Kwang Hop Sing.

Taishan, Chinese str., from Canton.

August 5th.

Boverie, British str., 2,000 tons, Capt. J. Robertson, from Cardiff, with coal.—Bank Line.

Chinkiang, British str., 1,228 tons, Capt. B. A. Thomson, from Shanghai, with a general cargo.—B. & S.

Coralliere, French str., 2,021 tons, Capt. Pegg, from Marseilles, with a general cargo.—Messageries Maritimes.

Kiangchow, British str., 1,543 tons, Capt. D. H. Martin, from Singapore, with a general cargo.—B. & S.

Zuchow, British str., 1,220 tons, Capt. E. A. Lovegrove, from Tientsin, with a general cargo.—B. & S.

Curragh, British str., 1,747 tons, Capt. A. Tucker, from Swatow, with a general cargo.—B. & S.

Lushan Maru, Japanese str., from Canton.

Mennon, British str., 2,018 tons, Capt. G. H. Carter, from Shanghai, with a general cargo.—B. & S.

Shensi, British str., 1,228 tons, Capt. J. Mathias, from Hongkong, with coal.—B. & S.

Shanghai, Chinese str., 267 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo.—Po On S.S. Co.

Typhoon, Dutch str., 2,470 tons, Capt. P. Abbo, from Sourabaya, with sugar.—J.C.J.L.

Tjimonok, Dutch str., 2,310 tons, Capt. J. R. Bays, from Batavia, with a general cargo.—J.C.J.L.

Uda, British str., 870 tons, Capt. G. E. Williamson, from Singapore, with kerosine oil.—Asiatic Petroleum Co.

Van Overstraten, Dutch str., 2,936 tons, Capt. J. J. Claissen, from Amoy, with a general cargo.—J.C.J.L.

August 6th.

Amoy Maru, Japanese str., 1,820 tons, Capt. I. Kawasaki, from Moji, with a general cargo.—O.S.K.

Glaucus, British str., 4,792 tons, Capt. A. F. Gilmore, from Shanghai, with a general cargo.—B. & S.

Gregory, British str., 2,938 tons, Capt. V. O. Bannehr, from Calcutta, with a general cargo.—Mackinnon, Mackenzie & Co.

Harbin, British str., 1,363 tons, Capt. W. H. Bennett, from Saigon, with rice.—Fook Tai Chong.

Typhoon, British str., 501 tons, Capt. W. J. Collom, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.

Zuchow, British str., 1,220 tons, Capt. J. McCulloch, from Shanghai, with a general cargo.—B. & S.

Malacca Maru, Japanese str., 2,210 tons, Capt. M. Tani, from Moji, with a general cargo.—N.Y.K.

CLEARANCES.

August 5th.

Adna, for Miri.

Chinkiang, for Canton.

Chihwa, for Tientsin.

Coralliere, for Shanghai.

Glenlogie, for Swatow.

Gyokko Maru, for Bombay.

Haiwan, for Swatow.

Haiwan, for Hoihow.

Haiwan, for Shanghai.

Haiwan Maru, for Singapore.

Haiwan Maru, for Swatow.

Indigirka, for Hongkong.

Kiangchow, for Swatow.

Loongyung, for Manila.

Loongyung, for Ocean Island.

Mennon, for Balik Papan.

Nam Wah, for Hoihow.

Onkai Maru, for Swatow.

Prosper, for Saigon.

Shensi, for Swatow.

Shensi Maru, for Hongkong.

Taishan Maru, for Balik Papan.

Tai Sze Ma, for K. C. Wan.

Vulcanus, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. Gregory, from Calcutta, etc.—Mr. and Mrs. O'Farrell, Mr. Cole, Mr. Alderson, Mrs. Julie E. von Mullen, Mr. and Mrs. Loader.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Canada arrived at Kobe on August 2nd, at 6 a.m., left at noon, and was due at Yokohama on August 4th, at 8 a.m.

The R.M.S. Empress of Russia will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at noon on the 10th inst.

The T.K.K. s.s. Shingo Maru arrived at Manila on the 1st inst., at 9 p.m., and sailed on the 6th inst., at 10 a.m., being due at Hongkong on Tuesday, the 5th inst.

VESSELS EXPECTED.

Ajara (Blue Funnel), due September 1st.

Antioch (Blue Funnel), due August 31st.

City of Lincoln (Bank Line), due August 15th.

Empress of Australia, due August 15th.

Hector (Blue Funnel), due August 17th.

Ision (Blue Funnel), due August 13th.

Loomedon (Blue Funnel), due August 20th.

President Lincoln (P.M.), due August 8th.

Takada (B.I.), due August 13th.

Talysius (Blue Funnel), due August 31st.

Tango Maru (N.Y.K.), due August 17th.

Titan (Blue Funnel), due August 8th.

Treasures (Blue Funnel), due August 18th.

Titan (Blue Funnel), due August 9th.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 6th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.83	29.65	29.64
Temperature	85	83	81
Humidity	77	83	81
Wind Direction	S-W	S	W
Force	2	2	3
Weather	0	0	op
Rain	0.0	0.0	0.02

Highest open-air Temperature on 6th — 89
Lowest open-air Temperature on 6th — 81

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Empress Canada Sept. 21	Oct. 9	Empress Scotland Oct. 17	Oct. 24
Empress Russia Oct. 5	Oct. 23	Empress France Oct. 31	Nov. 6
Empress Australia Oct. 19	Nov. 6	Empress Scotland Nov. 14	Nov. 21
Empress Asia Nov. 2	Nov. 20	Empress France Nov. 28	Dec. 5

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LIMA MARU ... Beginning of September.

LIVERPOOL via MARSEILLES.

BENGAL MARU ... Middle of August.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Tuesday, 15th Aug., at 11 a.m.

TANGO MARU ... Tuesday, 19th Sept., at 11 a.m.

NEW YORK via PANAMA.

GENOA MARU ... Beginning of September.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

BOMBAY via Singapore and Colombo.

AKITA MARU ... Thursday, 10th August

OALOUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 18th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BUYO MARU (calling Keelung) ... Saturday, 18th August.

KASHIMA MARU ... Thursday, 17th Aug., at 11 a.m.

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Leave Hongkong 21st Aug.

Due Hongkong 1st Sept.

West Ivan ... Leaves Hongkong 3rd Sept.

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Due Hongkong 1st Sept.

"Dowry" ... Leaves Hongkong 2nd Sept.

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TJILATJAP	JAVA	5th Aug.	10th Aug.	SOERABAYA
TJISONDARI	NORTH CHINA	8th Aug.	11th Aug.	BATAVIA

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SS. "TELEMACHUS" ... via Suez Canal ... 15th August.
SS. "CITY OF BAGDAD" ... via Suez Canal ... 25th August.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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SHANGHAI, KOBE & YOKOHAMA ... "AMAZONE" ... 11,000 ... On or about 18th Aug.
"ANGKOR" ... 15,000 ... On or about 1st Sept.
MARSEILLES, ALGER, SINGAPORE, PENANG, COLOMBO, DUEBOUT, SUEZ & PORT SAID ... "ANDRE LEBON" ... 22,000 ... On or about 8th Aug.
"AMBOISE" ... 15,000 ... On or about 22nd Aug.
"CORDILLERE" ... 11,000 ... On or about 5th Sept.

COMMERCIAL LINE

HAVE, DUNKIRK & ANTWERP DIRECT ... "LE DE LA TOUR" ... About 14th Aug.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK & ANTWERP. (ON APPLICATION)
For further particulars, etc., apply to
CONSIGNMENT-TRANSIT-REPRESENTATION:
A. JOBAED, Acting Agent, Queen's Building, Telephone 740.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, clean and excellent cuisine.

FOR.

SWATOW, AMOY & FOOCHOW

(AND RETURN)

(Occupying 9/10 Days)

HAICHING ... Capt. J. R. Thomson ... Friday, 11th Aug. at 1 p.m.

Arrival and Departure from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to:-

DOUGLAS LAFAIR & CO.
General Managers.

YAMASHITA KISEN KAISHA
(THE YAMASHITA S.S. CO., LTD.)
REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG & HAIPHONG.
Sailing from Hongkong.
FOR HAIPHONG via Hoihow & Pakhoi.
FOR KEELUNG via Swatow & Amoy.

For further particulars, please apply to:-

Branch Office:
No. 57, Robinson Street, West.
Tel. No. 155.

S. MITAHAI,
Agent,
Top Floor, King's Building,
Tel. No. 140.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,702	18th Aug.	Singapore, Penang, Colombo & Bombay
"SARDINIA"	6,680	16th Aug.	Marseilles, London & Antwerp
"JEYPORE"	5,315	29th Aug.	do.
"DEVANHA"	8,092	30th Aug.	do.
"NOVARA"	6,650	13th Sept.	Bombay, Marseilles, London & Antwerp
"MACEDONIA"	10,513	17th Sept.	do.
"KALYAN"	3,987	11th Oct.	Bombay, Marseilles, London & Antwerp
"DONGOLA"	8,056	25th Oct.	do.
"KHYBER"	9,000	8th Nov.	do.
"NANKIN"	7,000	22nd Nov.	do.
"KARNATA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp
"KASHGAR"	9,000	20th Dec.	Marseilles, London & Antwerp
"PLASSY"	7,300	3rd Jan. 1923	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA" 6,956 18th Aug. Calcutta via Singapore & Penang

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 31st Aug. Manila, Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:-
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR" 4,649 8th Aug. noon Amoy, Shanghai & Kobe.
"NOVARA" 6,650 12th Aug. Shanghai & Japan.
"TAKADA" 6,949 15th Aug. Shanghai & Japan.
"KALYAN" 3,987 28th Aug. Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. & O. Tickets.
Singapore to Colombo.
All cabins are fitted with Electric Fans free of charge.
Persons measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to:-
Cargo only.

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES.
Monthly direct service via Singapore and Penang.

BURNES ALBION, RIO DE JANEIRO, SANTO, DURBAN, DAPS TOWN, SAIGON & SINGAPORE. PASSENGER SERVICE.
"CANDA MARU" ... Monday, 14th Aug.
BOMBAY & COLOMBO - REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
"HONOLULU MARU" ... Tuesday, 22nd Aug.
SAIGON, HANGKONG & SINGAPORE - Regular monthly Passenger Service.
"BUSHU MARU" ... Friday, 1st Sept.
CALCUTTA - Fortnightly service via Singapore, Penang & Bangkok.

VICTORIA, VANCOUVER, SEATTLE & TACOMA - via Dalmen-Tak ing cargo to OVERLAND PORTS U.S.A. & CANADA - Passenger Service.

NEW YORK via PANAMA - Regular weekly service via Japan, Penang, San Francisco, Panama and Colon Ports.

"HAGUE MARU" ... Saturday, 12th Aug.
NEW ORLEANS via SUEZ.
"SUMATRA MARU" ... Thursday, 23rd Sept.

JAPAN PORTS - Kobe & Yokohama via Shanghai.
"ALTAI MARU" ... Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY - These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAIJO MARU" ... Every Sunday, Noon.

AMAKUSA MARU ... via SWATOW & AMOY ... Thursday, 10th Aug.

Tel. No. 4090. Y. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK
SS. "SLAVIC PRINCE" ... End of September.

For Freight and full particulars apply to:-

FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building,
Telephone 3165.
Telegrams (Furness)

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION
To Sail
SWATOW & SHANGHAI ... "CHINKIANG" ... On 7th Aug. 4 p.m.
SOLOMON, SHANGHAI & HAIPHONG ... "KAIFONG" ... On 8th Aug. D.L.
SWATOW, SHANGHAI & TSINGTAO ... "LIANGHONG" ... On 8th Aug. 9 p.m.
SWATOW & RANGKOR ... "KAYING" ... On 8th Aug. 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN ... "KUEICHOW" ... On 9th Aug. 4 p.m.
AMOY & SHANGHAI ... "SOOCHOW" ... On 10th Aug. 9 a.m.
SHANGHAI & TSINGTAO ... "KANGHONG" ... On 12th Aug. 4 p.m.
MANILA, CEBU & ILOILO ... "TAMING" ... On 12th Aug. 4 p.m.

SHANGHAI LINE - PASSENGER, MAILS and CARGO
Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
HANGKONG LINE - Weekly service to and from Rangoon via Swatow.

For Freight or Passage apply to:- BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Agents.

TELEPHONE 36. CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"CHANGSHA"	7th August	12th August, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For freight and passage apply to:- BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.
Telephone No. 36.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG.

FOR	STEAMER	TO SAIL
"DOEN SAMUD"	BANGKOK	August 8th, D.L.

For further particulars apply to Messrs. BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.
[32]

PACIFIC MAIL S.S. CO.

Managing Agents U.S. Shipping Board
Emergency Fleet Corporation.
TRANS-PACIFIC SERVICE
Freight and Passengers
Fare to European Ports US\$620.50 First Class
Throughout.

AMERICAN STEAMERS
SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

LEAVES HONGKONG ARRIVES SAN FRANCISCO
SS. "PRESIDENT LINCOLN" ... Aug. 22nd ... Sept. 14th.
SS. "PRESIDENT HOOVER STATE" ... Sept. 13th ... Oct. 5th.
SS. "PRESIDENT CLEVELAND" ... Oct. 4th ... Oct. 28th.
SS. "PRESIDENT WILSON" ... (formerly "EMPIRE STATE")
Sailings and Fares Subject to change without Notice.

HONGKONG-CALCUTTA SERVICE

SINGAPORE, PENANG, BANGKOK AND CALCUTTA
SS. "LAKE PAUL" ... Aug. 9th, Daylight.

TAMPA INTER-OCEAN S.S. CO.

FOR HAVANA, NEW ORLEANS, NEW YORK.
SS. "HEFFRON" ... Aug. 28th.
SS. "VICTORIOUS" ... Aug. 30th.

For full information regarding rates, space, etc., apply to:-
PACIFIC MAIL S.S. CO.
Agents at CANTON - REISS & CO.

Telephone 141. Cable Address "SOLANO." Union Building, Hongkong, [35]

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK & BOSTON

SS. "EGREMONT CASTLE" ... sailing on or about 8th August.
SS. "DACRE CASTLE" ... Middle of September.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI
SS. "TRACIA" ... sailing on or about 10th August.

FOR BRINDISI, VENICE & TRIESTE
SS. "TRACIA" ... sailing on or about 5th September.

Passenger's Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS
SS. "UMONA" ... sailing 30th August.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-
DODWELL & CO., LIMITED,
Agents.

74

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
AUSTRALIA & MANILA	Changsha	7th August
JAPAN	Osaka Maru	8th August
SHANGHAI	Shanghai	15th August
AUSTRALIA & MANILA	Tungo Maru	17th August

OUTWARD MAILS.

FOR	PER	DATE
Amoy	Armenian	Monday, 7th, 8.00 A.M.
Straits	Van Overstraten	Monday, 7th, 9.00 A.M.
Mohow and Pakhoi	Kaifong	Monday, 7th, 9.00 A.M.
Swatow	Hydrangea	Monday, 7th, 9.00 A.M.
Bangkok	Yaching	Monday, 7th, 9.00 A.M.
Shanghai	Haleria	Monday, 7th, 9.00 A.M.
Philippine Islands	Kamari	Tuesday, 8th, 10.30 A.M.
Amoy	Gregory Apoor	Tuesday, 8th, 10.30 A.M.
Swatow and Bangkok	Kaying	Tuesday, 8th, 12.30 P.M.
Haiphong, Saigon, Siam, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt	Andre Lebon	Tuesday, 8th, 1.45 P.M.
EUROPE via MARSEILLES		Letters
due Marseilles 11th September		
Saigon	Telmachus	Tuesday, 8th, 5.00 P.M.
Straits and Calcutta	Lake Park	Wednesday, 9th, 11.00 A.M.
Wai Hai Wei and Chefoo	Kwichea	Wednesday, 9th, 2.30 P.M.
Haiphong and Haiphong	Leung	Wednesday, 9th, 5.00 P.M.
Shanghai, North China, Central		Wednesday, 9th, 5.00 P.M.
Canada, U.S.A., Central	President Grant	Registration
and South America and EUROPE		Letters
via VICTORIA, B.C. due Victoria		5.00 P.M.
due Victoria 29th		
Shanghai, N. China, Japan, Canada, U.S.A., Central & South America, & EUROPE via VANCOUVER B.C.	Empress of Russia	Thursday, 10th, 9.15 A.M.
due Vancouver B.C. August 29th		Letters
Straits, Amoy and Fuchow	Hairing	Friday, 11th, Noon
Philippine Is., Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island about 24th August	Changsha	Saturday, 12th, 1.45 P.M.
Philippine Islands, Ceylon, Mauritius, L. Marques, South Africa, India, Dhanushkodi, Aden, Egypt	Pres. Jefferson	Monday, 14th, 4.30 P.M.
& EUROPE via MARSEILLES—due Marseilles 18th September	Sardinia	Wednesday, 16th, 8.45 A.M.
		Registration
		Letters
		9.30 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"GLAUCUS"	7th AUG.	London, Rotterdam & Hamburg.
"JASON"	14th AUG.	London, Antwerp & Hamburg.
"MENTOR"	21st AUG.	London, Amsterdam & Antwerp.
"THESEUS"	4th SEPT.	London, Rotterdam & Antwerp.

LIVERPOOL SERVICE

"KEEMUN"	14th AUG.	Genoa, Marseilles, Havre & Liverpool.
"NINGHOH"	2nd SEPT.	Genoa, Marseilles, Liverpool & Glasgow.
"HECTOR"	20th SEPT.	Liverpool & Glasgow.

PACIFIC SERVICE

"IXION"	29th AUG.	Victoria, Seattle & Vancouver.
"TATHYBIUS"	19th SEPT.	

NEW YORK SERVICE

"TELEMACHUS"	15th AUG.	via Suez.
"TITAN"	15th SEPT.	via Suez.

PASSENGER SERVICE

"TEIRESIAS"	17th AUG.	for Shanghai & Japan.
"MENTOR"	21st AUG.	for Singapore & London.
"TEIRESIAS"	25th SEPT.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.), AGENTS.

ASIA BANKING CORPORATION

AN AMERICAN INSTITUTION. CAPITAL U.S. \$1,000,000. SURPLUS U.S. \$1,000,000. Controlled by a group of large American Banks and operated under laws of the Federal Reserve Bank and the New York State Banking Department. Current and Savings Accounts and Fixed Deposits opened in U.S. Currency, Sterling, France, Piao and Local Currency upon application. Through our correspondents in all parts of the world we are qualified to render an International Banking Service that is economical, accurate and prompt.

HEAD OFFICE IN THE UNITED STATES

NEW YORK

HEAD OFFICE IN THE FAR EAST

SHANGHAI

BRANCH OFFICES:

PEKING, TIENTSIN, HANKOW, CANTON, HONGKONG

SINGAPORE, MANILA, SAN FRANCISCO.

D. M. BIGGAR, Manager.

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, &c.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

Is given of the

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"THE CHINA OVERLAND TRADE REPORT"

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THE CHINA SPECIE BANK, LTD.

HEAD OFFICE

St. George's Building, Hongkong.

Chairman of Board of Directors

Mr. WONG SHU HAM.

Chief Manager... Mr. L. S. HOLM.

Asst. Manager... Mr. K. T. WONG.

Hongkong Manager... Mr. L. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings and Fixed Deposits bear interest at rates of 2 per cent, 4 per cent, and 6 per cent, per annum, respectively.

L. S. HOLM

Hongkong, October 2nd, 1932

COMMERCIAL

OPENING QUOTATIONS

5th August, 1932.

ON LONDON—	Telegraphic Transfer	...	—47
	Bank Bill, on demand	...	—47 1/16
	Bank Bill, 30 days sight	...	111
	Bank Bill, 60 days sight	...	47 1/16
	Credit, at 4 months' sight	...	—47 1/16
	Documentary Bill, 4 months' sight	...	—4 1/2
ON PARIS—	Bank Bill, on demand	...	700
	Credit, 4 months' sight	...	735
ON NEW YORK—	Bank Bill, on demand	...	57 1/2
	Credit, at 90 days' sight	...	59 1/2
ON BOMBAY—	Telegraphic Transfer	...	...
	Bank Bill, on demand	...	197 1/2
ON CALCUTTA—	Telegraphic Transfer	...	...
	Bank Bill, on demand	...	197 1/2
ON SINGAPORE—	Bank Bill, at sight	...	...
	Private, 30 days sight	...	...
ON YOKOHAMA—	On demand	...	130
ON MANILA—	On demand	...	118
ON SINGAPORE—	On demand	...	130
ON BATAVIA—	On demand	...	130
ON HANKOW—	On demand	...	nom.
ON SHANGHAI—	On demand	...	...
ON SINGAPORE—	On demand	...	80 1/2
	Securities, Bank's Buying rate	...	\$ 7.60 n
	Gold LEAF 100 fine per tola	...	44.20
	BANK'S RATE per cent.	...	25 1/2